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Agrahayana 13, 1886 (Saka)

LOK SABHA DEBATES

(**Tenth Session**)

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LOK SABHA SECRETARIAT
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LOK SABHA

Friday December 4, 1964/Agrahayana 13, 1886 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*].

Mr. Speaker: When I enter the House late, I should offer some explanation to the House. Do not other Members feel like that?

One hon. Member: Yes, Sir.

Shri Sheo Narain: It is just 11 O'clock.

Mr. Speaker: Then we ought to be here in time.

ORAL ANSWERS TO QUESTIONS

Indian Delegation to African Countries

\+

*356. **Shri Rameshwar Tantia:**
Shri Shree Narayan Das:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Onkar Lal Berwa:
Shri Gulshan:
Shri Buta Singh:
Shri Solanki:
Shri Kapur Singh:
Shri Sham Lal Saraf:
Shri R. S. Pandey:
Shri Utiya:
Shri Oza:
Shri Ram Harkh Yadav:
Shri Murli Manohar:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that an Indian Industrialists Goodwill Delegation visited some African countries in October last;

(b) if so, the countries visited by them;

(c) whether any Report has been submitted to the Government of India; and

(d) how far their visit has proved successful?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). Yes, Sir. A 13-man Indian Industrialists Goodwill Delegation sponsored by the Federation of Indian Chambers of Commerce and Industry at the request of the Government of India visited during September-October, 1964,

1. Nigeria
2. Ghana
3. Sudan
4. Ethiopia
5. Kenya
6. Uganda
7. Tanganyika
8. Malawi
9. Zambia.

(c) and (d). The Delegation has just submitted its report, copies of which have been placed in the Library of the House. The Delegation's visit has demonstrated our goodwill to African countries and has created a good impression on the authorities and business communities of the countries visted about India's capacity to assist in their industrial and development programmes.

श्री रामेश्वर टांटिया : क्या इस डेलिगेशन ने ऐसी राय दी है कि वहां भारतीय उद्योगपतियों के लिए उद्योग स्थापित करने की गुंजाइश है, अगर हां, तो क्या सरकार वहां से मशीनों आदि के रूप में वहां उन को निर्यात करने के लिए सोचेगी ?

श्री मनुभाई शाह : हां जी दोनों बातें हमारे सामने हैं ।

श्री रामेश्वर टांटिया : जो मशीनें यहां से इस रूप में निर्यात होंगी क्या सरकार उन पर इम्पोर्ट इंसैंटिव इस तरह से देगी जैसेकि वह दूसरी मशीनों या उस माल पर देती है जोकि यहां से बाहर जाता है ?

श्री मनुभाई शाह : वह तो डिटेल्स का सवाल है क्योंकि जो प्रोजेक्ट आयेगा उस को देख कर ही इस के लिए बतलाया जा सकेगा ।

Shri P. C. Borooah: May I know whether in pursuance of our policy of promotion of trade in tea, jute and textiles in African countries this Delegation consisted of any representatives of those industries also and, if not, why not?

Shri Manubhai Shah: Yes, Sir. You will see from the list of members that the Delegation was representative of a wide cross section of Indian industry. Of course, tea is not included in it because that is not an industry which can be put up anywhere.

Shri Kapur Singh: When these new African countries show no willingness to allow old Indian residents there to perform normal functions of trade, what these delegations or missions are expected to accomplish?

Shri Manubhai Shah: They have already accomplished a great deal. We are now establishing, with the approval of those Governments, 4 sugar factories in Uganda, one textile mill in Kenya and perhaps 2 jute mills in Nigeria. A lot of goodwill is created. Of course, there are always two sides of the question.

Shri Sham Lal Saraf: May I know whether guidance from Government experts would be available to the established Industrialists to make investments in those countries? Secondly, may I know whether the schemes will be sponsored on collaboration basis or the Indian Industrialists would be setting up their own plants?

Shri Manubhai Shah: As far as technicians are concerned, fortunately we have a sizable number who can always be spared for this purpose. Secondly, regarding joint ventures, the formula will depend upon the national policy of the country concerned. For instance, in Ethiopia the Emperor allows even hundred per cent establishment of Indian ventures or participation at the State level. In some other countries like Uganda the formula adopted is 45 per cent Uganda capital, 45 per cent Indian capital and 10 per cent capital by Indians in Uganda. So, it would vary according to the national industrial and economic policy of each country.

Shri Alvares: In view of our acute resources position for investment in the Fourth Plan of our own country, does Government think it still advisable to permit export of capital to African countries?

Shri Manubhai Shah: We think it is advisable because it is part of the development of the region and the benefits would accrue to both African, Asian and Latin American countries on the one hand, and India, on the other, because it is on a mutual reciprocal basis.

Shri P. Venkatasubbaiah: When this Delegation visited the African countries, did they take into confidence the Indian business community living in those countries before entering into joint ventures with those respective governments, so as to inspire confidence in the people who are put to many difficulties because of the actions of those governments?

Shri Manubhai Shah: As the hon. Member rightly pointed out, that has been the precise approach. Firstly, it is the local partner or partners who join the Indian ventures. So, naturally, the goodwill of the community there is the first requisite.

श्री बागड़ी : देश की दयनीय आर्थिक परिस्थिति के रहते हमारा देश उद्योग के क्षेत्र में दूसरे मुल्कों के मुकाबले में पीछे

जा रहा है उस चीज को देखते हुए अपने देश के उद्योगपतियों को जो बाहर पैसा लगाने की इजाजत दी जा रही है क्या उस से हिन्दुस्तान के अपने उद्योग देश में पीछे नहीं रह जायेंगे और इसलिये क्या सरकार इस पर कोई पाबन्दी लगाने का विचार कर रही है ?

श्री मनुभाई शाह : उद्योगों में हम कोई पीछे नहीं हैं अलबत्ता यह जरूर है कि जितना हमको औद्योगीकरण चाहिए उतना करने में काफी समय लगेगा । अब रहा अपने देश के उद्योगपतियों को बाहर उद्योग लगाने के लिए सहायता करने का सवाल तो उस से तो हमारे औद्योगीकरण को बढ़ावा ही मिलता है । हमारे जो भाई और दोस्त अफ्रीका और एशिया में हैं और वे पिछड़े हुए हैं उन को हमारी टैकनोलाजी और हमारे अन्तराष्ट्रीनियरर्स का लाभ ही होगा ।

श्री रा० स० तिवारी : स्थिति यह है कि अन्य राष्ट्रों से हमारे भारतीय तो निकाले जा रहे हैं और हमारे यहां के भारतीय दूसरे राष्ट्रों में जाने की तैयारी कर रहे हैं तो क्या इस बात की भी गारन्टी गवर्नमेंट दिलवायेगी कि आयन्दा इन के साथ वैसा व्यवहार न हो और ये लोग वहां से निकाल न दिये जायें ?

अध्यक्ष महोदय : यह सवाल मौजूदा सवाल जो पेश है उस से नहीं उठ सकता है ।

Shri K. C. Pant: This delegation visited only a few African countries. Does the Government propose to promote similar delegations to other African countries and encourage delegations from those countries to visit India?

Shri Manubhai Shah: Actually this question related to only one delegation. There was a second, small, delegation which went to Sierra Leone and Libya, a third one to the four Southern Nigerian States, and a fourth one to French African territory. As a matter of fact, the Secretary-General, Economic Commission for Africa was here with the delegation for discussing the joint collaboration.

रुई का आयात

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*357. { **श्री प्रकाशवीर शास्त्री :**
श्री जगदेव सिंह सिद्धान्ती :
श्री दे० शि० पाटिल : }

क्या **वाणिज्य मंत्री** यह बताने की कृपा करेंगे कि :

(क) इस वर्ष रुई के भाव ऊंचा रहने के क्या कारण हैं ;

(ख) क्या विदेशों से कुछ रुई आयात करने का विचार है ; और

(ग) यदि हां, तो किन देशों से तथा कितनी मात्रा में आयात किया जायेगा ?

वाणिज्य मंत्री (श्री मनुभाई शाह) : (क) से (ग). सदन की मेज पर एक विवरण रखा गया है । [**पुस्तकालय में रखा गया देखिये संख्या** LT-3608/64].

श्री प्रकाशवीर शास्त्री : जैसाकि इस विवरण को देखने से प्रतीत होता है विदेशों से पर्याप्त मात्रा में अपने देश में रुई का आयात किया जाता है तो क्या यह रुई का आयात विदेशों से केवल इसलिए किया जाता है कि विदेशों को जो हम कपड़ा भेजते हैं उस के लिए भी भारतवर्ष पर्याप्त रुई उत्पन्न नहीं कर पाता है ?

श्री मनुभाई शाह : यह रुई का आयात तो हमारी आवश्यकता के लिए ही किया जाता है जैसाकि स्टेटमेंट को देखने से मालम होता है कि हमारा उत्पादन इस साल 60 लाख का होगा, हमारी जरूरत कोई 66 लाख की होगी । उस 60 लाख में से 3, 4 लाख जो लोअर किस्म की कौटन है वह ऐक्सपोर्ट होती है और इस तरह हमें कोई 7–8 लाख गांठ की कमी रह जाती है ।

श्री प्रकाशवीर शास्त्री : मैं यह जानना चाहता हूं कि विदेशों को जो हम कपड़े का

निर्यात करते हैं, जितनी रुई विदेशों से हम मंगाते हैं उस के किराने प्रतिशत कपड़े का हम निर्यात करते हैं और भारत में भी क्या रुई का उत्पादन बढ़ाने की दिशा में कुछ प्रयास किया जा रहा है ?

श्री मनुभाई शाह : जो सब से आखरी सवाल था माननीय सदस्य का, अपने देश में रुई का उत्पादन बढ़ाने का, तो वह तो उन के सामने फेहरिस्त पड़ी हुई है कि जहां पार्टीशन के जमाने में 28 लाख गांठें पैदा की जाती थीं वहां अब देश में 61 लाख गांठों का उत्पादन होता है और यही उस के उप सवाल का जवाब है। अब जहां तक उन का आयात और निर्यात का सवाल है तो रुई उस में नहीं जाती है, कपड़ा जाता है और वह कपड़े में इस्तेमाल होने वाली रुई सब विविध होती है, अपने देश की रुई होती है तो कुछ और अपनी जरूरत के लायक जितनी कमी रुई के उत्पादन में हमें पड़ती है वह रुई को डैफिसिट हम बाहर से इम्पोर्ट कर के पूरी कर लेते हैं।

श्री प्रकाशवीर शास्त्री : मेरा मतलब यह था कि जितने प्रतिशत रुई हम बाहर से मंगाते हैं क्या उतने प्रतिशत कपड़े का हम निर्यात भी करते हैं या उस से कुछ कम करते हैं ?

श्री मनुभाई शाह : उस से ज्यादा करते हैं।

श्री जगदेव सिंह सिद्धान्ती : क्या यह विदेश से जो हम रुई मंगाते हैं उस का प्रतिकूल प्रभाव हमारा जो फोरोजपुर से ले कर हांसी तक रुई का बहुत बड़ा क्षेत्र है उस पर नहीं पड़ेगा और क्या इस कारण हमारे बड़ों के रुई उत्पादकों को हानि नहीं होगी ? क्या उन के माल के दाम गिरने से हानि नहीं होगी ?

श्री मनुभाई शाह : दाम कहां गिर रहे हैं ? वह तो आसमान को छू रहे हैं, उन की सीलिंग से भी ऊपर जा रहे हैं।

Shri Man Sinh P. Patel: In view of the experience of last year of large stocks of accumulation of cotton in the South Gujarat area, which was cleared by the intervention of the hon. Minister, may I know whether the policy will be reoriented according to the existing varieties of cotton available?

Shri Manubhai Shah: This is an old story, Sir. There is no accumulation now. Today the cotton is hot in demand.

श्री बड़े : क्या यह बात सच है कि लौंग स्टेपुल कौटन बाहर से इसलिए मंगाया जाता है कि यहां पर फ़ाइन क्लौथ उस से बनाना होता है ? यदि इस फ़ाइन क्लौथ के मैनुफैक्चर पर सरकार द्वारा कंट्रोल कर दिया जाय तो लौंग स्टेपुल कौटन मंगाने पर जो फौरेन एक्सचेंज हमारा खर्च होता है वह बच जायेगा ?

श्री मनुभाई शाह : जरूरत के मुताबिक लौंग स्टेपुल कौटन और मीडियम स्टेपुल कौटन दोनों ही हम बाहर से मंगाते हैं। अब जहां तक फ़ाइन क्लौथ को कंट्रोल करने का सवाल है तो मैं माननीय सदस्य की यह गलतफहमी दूर करना चाहता हूं कि फ़ाइन क्लौथ जैसे धोती, साड़ी आदि यह आम गरीब आदमी भी तो इस्तेमाल करते हैं, करीब 80 परसेंट आम आदमियों द्वारा इस्तेमाल में आता है। इसलिए यह न समझ लिया जाय कि फ़ाइन क्लौथ कोई अमीर आदमी ही इस देश में इस्तेमाल करते हैं।

Dr. Sarojini Mahishi: May I know the increase in the mill consumption of cotton during the current year, and how it compares with the consumption during the previous year, and the reasons for the increase?

Shri Manubhai Shah: There is a record increase during this year because the production of the textile mills is catching up; exports are catching up; handloom exports are also

catching up. So, all over the country, powerloom, handloom, khadi and mill cotton textiles production is going up.

Low Grade Coal

†

*358 **Shri D. C. Sharma:**
Shri Shree Narayan Das:
Shri D. D. Puri:
Shri Rameshwar Tantia:
Shri Ram Sewak Yadav:
Shri R. Barua:
Shri D. D. Mantri:
Shri Ram Harkh Yadav:
Shri Murli Manohar:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether efforts to get advice from foreign firms on the possibility of converting low grade coal into coke as those found in Singareni in Andhra and at other places have borne any results; and

(b) if so, the nature thereof?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) and (b). Yes, Sir. A firm in the U.S.A. carried out preliminary laboratory tests on samples of Indian coals, from Kothagudium (Singareni), Kurasia and Bisrampur (Madhya Pradesh) to explore the possibility of converting these non-coking coals into metallurgical coke. The firm has reported that the preliminary results are sufficiently encouraging to support the belief that metallurgical coke can be produced from these coals. The information furnished by the firm is being studied and further clarification is being obtained to ascertain whether there is a possibility of the process being tried on a commercial scale.

Shri D. C. Sharma: May I know whether Government are having dealings with any other country also in the matter of conversion of the low grade coal into high grade coal?

The Minister of Steel and Mines (Shri Sanjiva Reddy): No. They are experimenting in our own Central Fuel Research Institute. No other country has come into the picture.

Shri D. C. Sharma: What will be the advantage to Government in terms of money if this low grade coal is converted into high grade coal?

Shri Sanjiva Reddy: We are short of metallurgical coal in India, and if only we can find an economical process, it will be very useful for our country.

Shri Rameshwar Tantia: May I know whether it is a fact that low quality coal is not being sold by the mine-owners, and if so, whether Government are thinking, apart from converting it into coke, of making it high-quality coal by some process, with the aid of washery etc.?

Shri Sanjiva Reddy: A number of washeries are there in India. But washeries alone will not solve our problem. The coal will have to be converted, and whether the process will be very costly or not is a point which will have to be further examined.

Shri D. D. Puri: From the preliminary observations made by the firm, what is the approximate size of the investment involved in this plant?

Shri Sanjiva Reddy: We have not yet reached that stage. Only a small experiment was made, and it has been found that it is possible to convert it. But the economics of it will have to be worked out. Our Central Fuel Research Institute differs a little from the opinion given by the American company.

Shri K. C. Pant: The hon. Minister has said just now that India is short of high grade coal. May I know whether Government's attention has been drawn to press reports regarding the recent discoveries of very high grade coals in India, and if so, whether anything is known about the extent of those deposits?

Shri Sanjiva Reddy: No; no details have reached us. The matter has

to be examined further before we can say that a large quantity of high grade coal is there.

ग्रामीण क्षेत्रों में छोटे पैमाने के उद्योग

* 359. श्री म० ल० द्विवेदी :
श्रीमती सावित्री निगम :
श्री स० चं० सामन्त :
श्री सुबोध हंसदा :
श्री ओंकार लाल बेरवा :
श्री गुलशन :

क्या उद्योग तथा संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्रामीण क्षेत्रों में छोटे पैमाने के उद्योगों की स्थापना के बारे में प्रधान मंत्री द्वारा दिये गये सुझाव क्रियान्वित करने के लिये भारत सरकार द्वारा क्या कदम उठाये जा रहे हैं;

(ख) भतकाल में ग्रामीण क्षेत्रों में इन उद्योगों की स्थापना में धीमी गति के क्या कारण हैं; और

(ग) ग्रामीण क्षेत्रों में इन उद्योगों के विस्तार के लिये मंत्रालय द्वारा बनाई गई योजना की मुख्य बातें क्या हैं तथा इसको किस रूप में क्रियान्वित किया जायेगा ?

उद्योग तथा संभरण मंत्रालय में भारी इंजीनियरिंग तथा उद्योग मंत्री (श्री त्रि० सिंह) : (क) से (ग). सदन की मेज पर एक विवरण रखा जाता है । **[पुस्तकालय में रखा गया देखिये संख्या एल० टी० 3541/64].**

श्री म० ल० द्विवेदी : अध्यक्ष महोदय, पहले मैं आप की सूचना में यह बात लाना चाहता हूं कि इस विवरण में लिखा गया है :

"The broad features of this scheme are given in the annexure."

लेकिन उत्तर के साथ एनेक्शर नहीं दिया गया है, जिस के कारण पूरी जानकारी नहीं मिल सकी है ।

मैं यह जानना चाहता हूं कि क्या कारण है कि देश में देहातों की संख्या 85 प्रतिशत होते हुए भी सरकार का ध्यान देहाती इंडस्ट्रियलाइजेशन की तरफ़ बहुत कम गया है और उस की प्राग्रेस बहुत स्लो है, जो कि मिनिस्टर महोदय स्वयं भी स्वीकार करते हैं ।

श्री त्रि० न० सिंह : यह बात नहीं है कि सरकार का ध्यान इस तरफ़ नहीं है । हमारे देश में जब से स्वराज्य आया है, तब से सरकार ने बराबर इसपर ज़ोर दिया है । जहां तक प्राग्रेस के स्लो होने का सम्बन्ध है, असली बात यह है कि यह मसला बड़ा टेढ़ा और पेचीदा है । इस सम्बन्ध में कई तरीके किये गये हैं, लेकिन जिसको पूरी सफलता कहते हैं, वह नहीं मिली है, यह ठीक बात है ।

श्री म० ल० द्विवेदी : इस बयान में इंडस्ट्री की तरक्की न होने के कई कारणों में एक कारण यह भी बताया गया है :

"Lack of local entrepreneurship apart from the required infra-structure such as power suitable skill, communications and transport facilities etc."

मैं यह जानना चाहता हूं कि इन सुविधाओं को मुहैया करने के लिए सरकार क्या कदम उठाने जा रही है और कब तक ये सुविधायें देहाती क्षेत्रों में उपलब्ध हो सकेंगी, ताकि उद्योग चालू हो सकें ।

श्री त्रि० न० सिंह : यह काम बड़े विस्तार का है । पांच, साढ़े पांच लाख गांवों में बिजली पहुंचाना कोई मामूली बात नहीं है । तीसरी योजना में करीब साठ हजार गांवों में बिजली पहुंचाने की कोशिश की जा रही है । आगे चल कर चौथी योजना

में एक लाख गांवों में बिजली पहुंच जायेगी। हमारा ख्याल है कि जब बड़े बड़े गांवों में बिजली पहुंच जायेगी, तो वहां पर बिजली के द्वारा बहुत से उद्योग खड़े हो सकेंगे।

अध्यक्ष महोदय : माननीय सदस्य ने जो एनेक्शर न मिलने के बारे में कहा है, मिनिस्टर साहब उस को भी देख लें।

श्री त्रि० ना० सिंह: मैं इस का पता लगाऊंगा।

Shrimati Savitri Nigam: It has been mentioned in the statement that it is agreed that these programmes have not resulted in rural industrialisation to any sufficient extent. In view of the fact that all the steps taken by Government so far have not made any impact on rural industrialisation, what are the new schemes, proposals and steps taken by Government to see that the capacity of these rural areas to fulfil the schemes already sanctioned and are going to be sanctioned is increased? Also are Government going to provide cheap loans to people in the rural areas for the purpose?

Mr. Speaker: If there are more than one question joined in one question, the Minister might answer only one, whichever he chooses.

Shri T. N Singh: We have begun efforts regarding rural industries only towards the end of the Second Plan. It is true that projects regarding cluster centres have not made that progress which was expected. As I said earlier, the problem is very intricate and we are trying to feel our way through a method which would really make a breakthrough in this matter.

Shri S. C. Samanta: How much new employment per year has been created through the 45 rural industries projects that are run at present?

Shri T. N. Singh: These projects are in the very beginning stages. Therefore, it is not possible to give those figures.

श्री ओंकार लाल बेरवा : मैं यह जानना चाहता हूं कि इस योजना में राजस्थान को कितना रुपया दिया गया है और क्या वह सारा खर्च कर दिया गया है ; यदि नहीं, तो क्यों ?

श्री त्रि० ना० सिंह : जहां तक मुझे ख्याल है, अभी तक उसमें रुपया खर्च नहीं हुआ है, लेकिन पूरी रकम के बारे में ज्यादा तफ़सील देने के लिए मैं नोटिस चाहूंगा।

श्री शिव नारायण : अंग्रेज के जमाने में तो हमारे अंगूठे काट दिये जाते थे, ताकि हमारे देश का इंडस्ट्रियल डेवेलपमेंट न हो, लेकिन आज इस सरकार के रास्ते में गांवों का इंडस्ट्रियल डेवेलपमेंट करने के लिए क्या रुकावट है ? (*Interruption*). गांवों के किसानों ने इस गवर्नमेंट को वोट दिया है। मिनिस्टर एक्सप्लेन करें कि इसमें क्या दिक्कतें हैं ?

श्री हुकम चन्द कछवाय : क्या माननीय सदस्य को कल का गुस्सा है ?

अध्यक्ष महोदय : मैं हर एक मेम्बर से विनती करूंगा कि वह दलील के साथ गवर्नमेंट की नुक्ताचीनी बेशक करें, लेकिन गुस्से में न आयें।

श्री शिव नारायण : कम से कम वह बतायें कि इसमें दिक्कतें क्या हैं।

श्री त्रि० ना० सिंह : हमारे स्वर्गीय प्रधान मंत्री ने 1963 में एक कांफ्रेंस में बोलते हुए कहा था कि गांवों में बिजली पहुंचाना बहुत जरूरी है। मैं उनकी इस राय से पूरा इत्तिफ़ाक करता हूं। जब यह काम हो जायेगा, तभी गावों में लघु-उद्योगों का प्रचार हो सकेगा।

श्री हा० ना० तिवारी : क्या सरकार को इस बात की जानकारी है कि जिन हजारों गांवों में अभी तक बिजली गई है, उनमें से कितने परसेंटेज गांवों में लघु-उद्योगों की स्थापना हो सकी है ?

श्री त्रि० ना० सिंह : इस प्रश्न के उत्तर में बताया गया है कि बिजली के अलावा और भी कई चीजों की जरूरत होती है । एन्टरप्रेनर्ज होने चाहिएं, जो कि पूंजी लगा सकें और इंडस्ट्रीज को चला सकें, इस विषय की स्किल होनी चाहिए, ट्रेनिंग की व्यवस्था होनी चाहिए । इंडस्ट्रीज लगाने के लिए ऐसी बहुत सी चीजों की जरूरत होती है और वे ऐसी चीजें हैं, जिनमें समय लगेगा ।

श्री यशपाल सिंह : क्या यह सही है कि खादी कमिशन ने अपनी जिम्मेदारी को पूरी तरह नहीं निभाया है, इस लिए देहात अनडेवेलप्ड रह गए हैं ?

श्री त्रि० ना० सिंह : मेरी मिनिस्ट्री का खादी कमीशन से ताल्लुक नहीं है । मैं माननीय सदस्य से दरख्वास्त करूंगा कि वह सम्बद्ध मिनिस्ट्री से यह सवाल पूछें ।

Shri Ranga: Have Government any inspectorate to go round the country and make either a comprehensive or a sample survey of the manner in which the funds granted by the Union Government to the Khadi and Village Industries Commission and various other commissions that have started small scale corporations and so on are being put to proper use?

Shri T. N. Singh: As I said earlier, the Khadi Commission is the concern of another Ministry. What other commission is he referring to?

Shri Ranga: My hon. friend happened to be chairman of the Public Accounts Committee and he came to know of so many discrepancies. Although Parliament has created all these corporations and given them some semi-autonomous or autonomous powers, I would like to know whether Government are taking any steps to see that the funds placed at their disposal are being put to proper use?

Shri T. N. Singh: I again plead that the hon. Member, as an experienced parliamentarian, knows the subjects which are my concern. The Khadi Commission and other commissions to which he is referring are not within my Ministry, and therefore, it will not be possible for me to answer those questions.

Shri Ranga: But who else is taking those steps?

श्री रामेश्वरानन्द : देहात में जो लघु उद्योगों का यत्न किया जा रहा है वह किस प्रकार से किया जा रहा है, किन के द्वारा आपकी जो इच्छा है वह देहातों तक पहुंचती है ? कौन लोग हैं या कौन सा विभाग है जो देहात वालों को कहता है कि लघु उद्योग लगाओ ?

श्री त्रि० ना० सिंह : हमारे अफसर हैं, स्टेट गवर्नमेंट के अफसर हैं और बहुत से जनता के बड़े बड़े पुराने कार्यकर्ता भी इसमें शामिल हैं ।

श्री रामेश्वरानन्द : कौन से अफसर हैं कौन से विभाग हैं जो जनता को यह कहते हैं ?

अध्यक्ष महोदय : वह कहते हैं कि विभाग कौन सा है जो जनता को यह खबर पहुंचाता है कि आपकी यह इच्छा है कि देहाती लोग छोटे छोटे उद्योग लगायें ?

श्री त्रि० ना० सिंह : आपकी हिदायत है कि मैं इसका जवाब दूं ?

अध्यक्ष महोदय : जब मैंने दोहरा दिया है तो इजाजत की क्या जरूरत है ?

स्वामी जी मैं क्या कर सकता हूं अगर वह जवाब न दें तो ।

Shri S. N. Chaturvedi: May I know how these new 45 projects that are mentioned in the statement are functioning, and the difference in their approach to the problem from the others that were taken up earlier?

Shri T. N. Singh: This is a new kind of programme started in 1962 when we had called a conference of all the State Industries Officers and others. There it was decided that it is desirable to have an integrated

development programme which would be intimately connected—not only an exclusive industrial programme—with the agricultural and other development programmes in these areas.

श्री काशीराम गुप्त : खादी ग्रामोद्योग कमिशन गांवों में कपड़े के उत्पादन के बारे में सफल नहीं रहा है और जहां जहां बिजली पहुंच गई है वहां वहां इसकी सफलता के लिए प्रयास करने की आवश्यकता है । मैं जानना चाहता हूं कि क्या इस विषय में सोचा गया है कि ऐसी छोटी छोटी मशीनें कताई और बुनाई की, बिजली से चलने वाली लगाई जायें जहां जहां बिजली पहुंच गई है ताकि इस कपड़े के मामले में सफलता प्राप्त हो सके ?

श्री त्रि० ना० सिंह : खादी और ग्रामोद्योग के सम्बन्ध में जानकारी दूसरा मंत्रालय ही दे सकता है । लेकिन जहां तक नई मशीनें बहुत सी बनाने की बात है, उसके लिए स्माल स्केल इंडस्ट्रीज का जो टैक्नीकल विंग है, वह इस क्षेत्र में बहुत से काम कर रहा है ।

Shri K. N. Pande: Is it not a fact that the Patel Committee, which was appointed by the Planning Commission, has recommended the establishment of small-scale industries in Eastern U.P.? May I know the developments in this connection?

Shri T. N. Singh: It is true that the Patel Committee has prepared a blueprint for these four districts in East U.P., and they are being implemented as and when possible.

श्री हुकम चन्द कछवाय : क्या यह बात सही है कि केन्द्र द्वारा राज्यों को जो पैसा लोन देने के लिए दिया जाता है, उस पैसे को लेने के लिए जनता को काफी कठिनाइयां होती हैं और काफी परेशानी उठाने के बाद ही लोगों को लोन मिल पाता है और बहुत से केसिस में दिया भी नहीं जाता है ? क्या यह भी सही है कि बिजली पाने में काफी कठिनाई का सामना करना पड़ता है और अगर मिलती भी है तो वह बहुत विलम्ब से मिलती है ? क्या इस बारे में सरकार की ओर से कुछ किया गया है या राज्यों को आदेश दिये गये हैं कि वे लोगों की कठिनाइयों को हल करें और जो विलम्ब होता है उसको दूर करें ?

श्री त्रि० ना० सिंह : कभी कभी कठिनाइयों की बात सामने आई है और समय समय पर बराबर हम लोगों ने अपनी तरफ से कायदे और तरीके बदलने की कोशिश की है और स्टेट गवर्नमेंट्स से अकसर इस बारे में बातचीत हुआ करती है ।

श्री तुलशीदास जाधव : समाजवादी समाज स्थापित करने की पालिसी गवर्नमेंट की चूंकि है, इसलिए प्राइवेट एंटरप्रेन्योर्ज आगे नहीं आते हैं, दूसरे आपकी मशीनरी जो है वह लोगों के पास जाकर उनको धंधे स्थापित करने के लिए नहीं कहती है और तीसरे गांव वाले खुद भी निकालते नहीं हैं, क्या यह बात सही है यदि नहीं तो इन तीनों कारणों में से कौन सा कारण है जिसकी वजह से धंधे निकलते नहीं हैं और किस तरह से आप समझते हैं कि धंधे निकल सकेंगे ?

श्री त्रि० ना० सिंह : मैं इस बात को नहीं मानता हूं कि समाजवाद का हमारा उद्देश्य होने की वजह से इस काम में कोई रुकावट पड़ रही है । मैं समझता हूं कि बराबर इन पिछले वर्षों में सामंजस्य रहा है और इस काम में काफी उन्नति हुई है ।

Shri Dinen Bhattacharya: May I know whether the handloom industry is included in this rural industrialisation scheme and, if so, what steps are the Government taking to supply adequate yarn to the handloom weavers especially in West Bengal where the weavers are suffering owing to the dearth of adequate supply of yarn?

The Minister of Commerce (Shri Manubhai Shah): Yes, Sir. Handloom is included in this and a public

sector mill in Kalyani has been set up. Another mill is being set up for the West Bengal handloom weavers for the supply of yarn to handlooms.

Production and Price of Mill Cloth

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*360 { **Shri Prakash Vir Shastri:**
Shri Shree Narayan Das:
Shri Jagdev Singh Siddhanti:
Shri Vishram Prasad:
Shri Bagri:
Shri Bibhu'i Mishra:
Shri K. N. Tiwary:
Shri P. C. Borooah:
Shri Ram Sewak Yadav:
Shri P. R. Chakraverti:
Shri Onkar Lal Berwa:
Shri Gulshan:
Shrimati Renuka Ray:
Shri Y. S. Chaudhary:
Shri B. K. Das:
Shri Dinen Bhattacharya:
Dr. Ranen Sen:
Dr. Saradish Roy:
Shrimati Jyotsna Chanda:

Will the Minister of **Commerce** be pleased to refer to the reply given to Starred Question No. 129 on the 11th September, 1964 and state:

(a) the effective date on which statutory controls were introduced on the production and prices of popular varieties of mill cloth;

(b) whether the control has proved effective; and

(c) the organisational set up for exercising supervision over the working of the control?

The Minister of Commerce (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-3542/64).

श्री प्रकाशवीर शास्त्री : प्राय: देखा गया है कि सरकार जिन जिन चीजों का नियन्त्रण करती है वे वे चीजें बाजार से गायब हो जाती हैं। कपड़े के ऊपर भी जब नियन्त्रण किया जा रहा है, तो अच्छी किस्म का कपड़ा बाजार से गायब न हो जाए, इसके लिए भी कोई व्यवस्था कर दी गई है ?

श्री मनुभाई शाह : इतना कपड़ा आज बाजार में मुहैया है होलसेल में और रिटेल में और मिलों में भी और उसके अलावा उत्पादन हैंडलूम सैक्टर का तथा पावरलूम सैक्टर का और मिलों का भी इतना बढ़ रहा है कि जो चिन्ता माननीय सदस्य ने व्यक्त की है, उसका कोई कारण नहीं है :

श्री प्रकाशवीर शास्त्री : क्या इसका भी आपने यत्न किया है कि अच्छा कपड़ा जिसका आपने नियन्त्रण किया है, इसके जो मूल्य हैं, उन्हीं मूल्यों पर बाजार में यह मिल सके, अधिक मूल्यों पर न मिले ? क्या इसकी देख रेख की भी कोई व्यवस्था आपने की है ?

श्री मनुभाई शाह : स्टटमेंट को अगर देखा जाए तो उसमें कहा गया है कि पूरी व्यवस्था, व्यापक व्यवस्था राज्य लेवल पर जिले के लेबल पर और गाव के लेबल पर कर दी गई है।

श्री जगदेव सिंह सिद्धान्ती: मन्त्री महोदय ने फरमाया कि बहुत कपड़ा बन रहा है। लेकिन गांव के लोग जो कपड़ा पहनते हैं, उनके उपयोग का जो कपड़ा है, जैसे धोती है, पगड़ी का पकड़ा है, कुर्ते का कपड़ा है .....

एक माननीय सदस्य : लंगोटी है।

श्री जगदेव सिंह सिद्धान्ती : उन सब कपड़ों के दाम आपके कथनानुसार आसमान पर चढ़े हुए हैं। मैं जानना चाहता हूं कि इन कपड़ों के दामों को कम करने का यत्न भी क्या आपकी तरफ से होगा ?

श्री मनुभाई शाह : इसी कपड़े को कण्ट्रोल में लाया गया है।

श्री बागड़ी: मिलों में तैयार होने वाले कपड़े के दाम क्या उसी नीति पर तय किये गये हैं जिस नीति पर कि खाद्य पदार्थों के दाम जो किसान पैदा करता है, तय किये गये हैं ? क्या

मिलों में तैयार कपड़े के दाम ड्योढ़े से अधिक लागत मूल्य से न हों, इस आधार पर तय किये गये हैं और अगर नहीं किये गये हैं तो इसका कारण क्या है ?

श्री मनुभाई शाह : सारी योजना मैंने सदन की मेज पर रखी है। पिछले तीन मास से जो इंडैक्स दिल्ली के अन्दर का रहा है तथा और जगहों पर के जो सरप्राइज इंडैक्स हैं, वे खुद बताते हैं कि मूल्यों में कोई बढ़ोतरी नहीं हुई है।

श्री विभूति मिश्र : सेंट्रल क्लाथ कंज्यूमर्ज विजिलेंस कमेटी की जो प्रोपोजल्ज थीं ये क्या काम में आई हैं या नहीं आई हैं ? मैं जानना चाहता हूं कि क्या सुझाव दिये गये हैं इस कपड़े के बटवारे के सम्बन्ध में जिससे गांवों के लोगों के पास आसानी से कपड़ा पहुंच सके ?

श्री मनुभाई शाह : विजिलेंस कमेटी ने यह हिदायत की है कि राज्य स्तर पर और खास करके जिले के स्तर पर, जितने भी हिन्दुस्तान में डिस्ट्रिक्ट्स हैं उनके स्तर पर पब्लिक कार्यकर्त्ताओं, ट्रेडर्ज और कंज्यूमर्ज की कमेटियां बनाई जाएं और वे बनाई जा रही हैं ताकि गांवों में या कहीं पर भी कोई दिक्कत हो तो फौरन वह सरकार के नोटिस में लाई जा सके।

Shri P. C. Borooah: May I know, since the introduction of the control, whether some of the mills have slowed down the production of control cloth and, if so, to what extent the production has decreased and what steps have been taken against those mills which were responsible for slowing down the production?

Shri Manubhai Shah: The hon. Member knows that in the month of October there was a record production of cloth in the country, as has never happened in the past: 442 million yards.

श्री ओंकार लाल बेरवा : कपड़े पर जो नियन्त्रण लागू किया है इसमें मिल मालिकों को कितना प्राफिट मिलेगा और कंज्यूमर्ज के लिए क्या कुछ निश्चित किया गया है, इसका एनेलेसिस क्या है ?

श्री मनुभाई शाह : कंज्यूमर्ज के रक्षण के लिए यह किया गया है। जहां तक कण्ट्रोल का ताल्लुक है, यह पुराने मिलों के दामों से कुछ कम है और मिलों को कुछ कम दो दाम मिलेंगे।

श्री ओंकार लाल बेरवा: परसेंटेज प्राफिट क्या है ? नुकसान देकर तो वे बेचेंगे नहीं।

श्री मनुभाई शाह : वह भी कायदे से नियत किया गया है कि 18 परसेंट से अधिक वितरण का प्राफिट न हो।

Shri B. K. Das: May I know whether any of the mills have indicated their difficulties about switching over to the production of this controlled cloth?

Shri Manubhai Shah: Yes, Sir; there is production control by which Government directs that a particular mill shall produce so much of a particular variety and sometimes there are some difficulties.

श्री यू० सिं० चौधरी : देहातों में ज्यादा से ज्यादा कपड़ा बांटने के बारे में जो बहुत सुन्दर बात सरकार ने कही है क्या उसके बारे में उसने प्रादेशिक सरकारों से परामर्श किया है, और क्या उनकी राय जान कर इस प्रकार की कमेटियों की स्थापना करने के लिये, जैसा कि श्री विभूति मिश्र के प्रश्न के उत्तर में बतलाया गया, विधिवत् बात हो चुकी है।

श्री मनुभाई शाह : हर राज्य की सरकार को हमने पत्र लिखे है और बहुत सी सरकारों ने तो यह कमेटियां नियुक्त भी कर दी हैं। जहां उनके नियुक्त करने में देर होगी वहां हम फिर अनुरोध करेंगे कि उन्हें बनाया जाये।

Shri Dinen Bhattacharya: In the statement it is stated that for some

varieties, there has been reduction in price to the extent of 5 to 10 per cent and for certain varieties the cost has been increased to the extent of a certain percentage. May I ask what is the basis on which this percentage has been calculated?

Shri Manubhai Shah: There is a whole set of multipliers and special allowances based on technical grounds like amount of cotton, amount of processing and labour management charges, etc. 95 per cent of the cloth have shown a decline by 5 to 8 per cent. In the remaining 5 per cent of cloth which was produced in 1961 and whose prices had not at all been increased in the last four years, there has been a slight rise in price.

Shri P. Venkatasubbaiah: May I know whether Government is aware of the fact that soon after the promulgation of control on certain varieties of cloth, an artificial scarcity has been created in the market and that there is a general feeling among the people that they are suffering not only for want of food but also for want of required cloth?

Shri Manubhai Shah: This is the first time I hear from the hon. Member about it. Not a single newspaper in this country carries news of any scarcity of cloth. As a matter of fact, during the Diwali holidays, I had sent telegrams to the Chief Ministers. They said, "Why do you bother"? There is no question of any scarcity of cloth.

Shri S. M. Banerjee: From the statement it appears:

> "....the industry and trade were naturally holding large stocks of cloth produced before 20th October, 1964. It is expected that the old stocks of cloth of the five categories which are now under control will be sold out within two or three months."

May I know what was the stock which came into the market when controlled prices were imposed, after 20th October, 1964 and what steps have been taken to see that the stocks do not remain with the mill-owners?

Shri Manubhai Shah: There has been no machinery and there cannot be any machinery to find out how much cloth is there in retail and wholesale shops in this vast country. On an average looking to the traditions of the country, four to five months consumption of the country is always on the pipeline. There is no reason to believe that anything less than that was there.

Shri Ranga: What steps are being taken to ensure that a good percentage of the total cloth that is being produced would be of the utility variety, so that it would be within the capacity of the poorer folk to purchase?

Shri Manubhai Shah: We have taken utility as the criterion. The cloth that goes into mass consumption for the middle-class, lower middle-class and poor class, namely, dhotis, saris, cheaper and moderate-priced long cloth, shirting and drills have been brought under control.

श्री शिव नारायण : बार्टर सिस्टम इंट्रोड्यूस करने की सरकार सोच रही है, तो मैं यह जानना चाहता हूं . . .

श्री मनुभाई शाह : इसमें बार्टर कहां आता है, यह मुल्क के अन्दर की बात है।

Dr. Saradish Roy: May I know whether the prices of medium and fine variety of cloth are going to be controlled?

Shri Manubhai Shah: The control has not been based on coarse, medium, fine or super-fine cloth. Dhotis, saris, long cloth, shirting and drills, whatever category they are made of, are brought under control.

Shri Daji: Is it a fact that the control prices are lower than the sale prices and in many cases higher than the prevailing market prices and that there is confusion between wholesale traders and mill-owners about a parti-

cular practice of about 1 per cent commission that was being given to the traders and so, there is a deadlock in many important cloth markets? May I know what is Government's policy in this regard?

Shri Manubhai Shah: This matter was brought to our notice in Indore, from where the hon. Member hails, that there was some old practice. But law and this kind of trade cannot take into account every local practice in this connection. Even then we are intervening to settle the difference of opinion between the traders and mill-owners in Indore.

श्री तुलशीदास जाधव : मैं जानना चाहता हूं कि हिन्दुस्तान में जितने कपड़े की जरूरत होती है और जितना कपड़ा बाहर भेजना होता है, क्या उन दोनों की जरूरतें पूरी होती हैं। अगर नहीं होती है तो जो लोग पावर लूम और ज्यादा लगाने के लिये तैयार हैं उन पर रेस्ट्रिक्शन क्यों रक्खा गया है।

श्री मनुभाई शाह : हमने इस बात पर पूरी तरह पर गौर किया है। जितने कपड़े की जरूरत होती है, उससे ज्यादा कपड़ा यहां पर तैयार किया जाता है। लेकिन फिर भी चूंकि फोर्थ प्लैन में लोगों का स्टैण्डर्ड आफ लिविंग बढ़ने वाला है, इसलिये अशोक मेहता पावर लूम कमेटी इस पर गौर कर रही है। अगर ठीक समझा गया तो पावर लूम्स और ज्यादा हो जायेंगे।

GATT Conference

*361. **Shri P. C. Borooah:** Will the Minister of **Commerce** be pleased to state:

(a) which of the industrialised countries have relaxed import duties on various items of export interest to the developing countries in pursuance of the resolution on the subject adopted at the recent GATT Conference and to what extent;

(b) the steps taken to increase the export of these items to those countries; and

(c) how far India's exports to those countries are likely to improve on account of these concessions?

The Minister of Commerce (Shri Manubhai Shah): (a) A list is laid on the Table of the House. [*Placed in Library. See* No. LT-3543/64].

(b) A number of steps are being taken continuously for increasing India's exports and the concessions in import duties obtained pursuant to the resolution adopted in the GATT Conference will be helpful to these efforts.

(c) The duty concessions in question have been in effect for a short time only and it is too early to attempt any reasonable estimate of the extent of their beneficial effects on India's trade. But, Sir, I can say that even during these few months the benefits are obvious.

Shri P. C. Borooah: May I know whether in spite of GATT's policy resolution under reference, the British Government have recently imposed a surcharge on imports; if so, how far it is likely to affect India's exports and what was GATT's reaction to India's protest at their recent meeting at Brussels?

Shri Manubhai Shah: Sir, we are very much concerned with the recent surcharge imposed by the U.K. Government. While we have full sympathy with the difficulties they experience at the moment in regard to their foreign exchange balances, it will hit this country very hard and our loss estimated is about Rs. 10 crores per year if the present surcharge remains. We have made suitable representations and I am glad on our first representation itself East India kips and semi-tanned leather goods were removed from the duty and coir products, handloom products and hand-made carpets, which give a large amount of employment in the country, are being sympathetically considered by the British Government and the duties on these products, we

hope, will be removed as early as possible.

Shri P. C. Borooah: May I know how far the prospects of India's exports are likely to improve as a result of the addition of the new chapter to the GATT agreement and how far the industrialised countries have agreed to drop the reservation clauses insisted upon by them?

Shri Manubhai Shah: Well, Sir, the questions are very wide ones, but I can say that the list of commodities which we have placed on the Table of the House is a very comprehensive list in which a good part of India's principal trade is involved. All these items are receiving favourable treatment. Tea being one item in which all are interested, the duties in all countries of the world have been more or less abolished.

Shri Alvares: Will the Government say whether they have elicited opinion from other countries to make a representation against the 15 per cent surcharge imposed by the British Government in order to bridge their balance of payment gap?

Shri Manubhai Shah: We have taken all the steps. We are dealing with all friendly countries of the world, and whatever representation, diplomatically and otherwise, we can make on this account we are making. And, as everybody knows, every country in the world, including the 'FTA' countries, on their own have made their own representations to the U.K. Government.

Guarantee Schemes for Exporters

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*362. **Shri P. C. Borooah:**
Shri P. R. Chakraverti:
Shrimati Renuka Barkataki:
Shrimati Laxmi Bai:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that the **Export** Credit and Guarantee Corporation has introduced two new guarantee schemes to cover post-shipment advances by banks to exporters;

(b) if so, how far the exporter will be in a better position to find export finance at relatively easy terms;

(c) whether this export promotion scheme will be restrictive in operation, covering a specified schedule of exports; and

(d) if so, what are the enumerative lists to be brought within its purview?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir. New guarantee schemes are (i) Post-shipment Export Credit Guarantee and (ii) Export Finance Guarantee.

(b) These schemes will enable exporters to get liberal rupee credit and it is hoped that the rates of interest will be slightly less than the usual rates.

(c) and (d). Post-shipment export credit guarantee will cover all exports but Export Finance guarantee will cover such credit exports which come under the purview of export promotion schemes like the packing. Other items of export also will be considered under this scheme on merits in the course of time.

Shri P. C. Borooah: May I know whether it is a fact that the Working Group has recommended a ceiling on interest rates charged by banks on pre-shipment and post-shipment advances and, if so, what decision has been taken by Government thereon?

Shri Manubhai Shah: It is a very important question. We are pained to see that our own export credit rate is the highest in the world. I am glad the Study Group recommended to Government that the rates charged by banks on advances should be brought down as early as possible.

Shri P. C. Borooah: May I know whether it is a fact that the cost-shipment credit in India is the highest in the world? If so, what steps have Government taken to reduce it?

Shri Manubhai Shah: Historically, we were working in an absent-minded frame of mind, as far as exports are concerned. Therefore, all these anomalies, hardships and distress have been caused to the export trade in the past. Now we are trying to remove the defects one by one.

श्री तुलशीदास जाधव : अध्यक्ष महोदय प्राय: इस प्रकार से समाचार अखबारों में आते हैं कि जो चीज हिन्दुस्तान से बाहर भेजी जाती है वह साम्पल के अनुसार नहीं होती । साम्पल कुछ दिखाया जाता है और माल दूसरा भेजा जाता है । क्या सरकार इसके लिए कोई इन्तिजाम कर रही है कि बाहर जो माल यहां से जाए वह साम्पल के अनुसार बराबर जाए, क्योंकि ऐसा न होने से अन्य देशों में हमारी इज्जत कम होती है ?

श्री मनुभाई शाह : मेरी माननीय सदस्य जी से प्रार्थना है कि वह अपने ये ख्याल तबदील कर दें । पिछले चन्द सालों में हमने साम्पल एडहियरेंस के सिलसिले में बहुत स्टेप लिए हैं और इस प्रकार की शिकायतें बहुत कम हो गयी हैं । दो साल पहले हमने इसी सदन में एक्सपोर्ट इन्सपेक्शन आफ इंडिया एक्ट पास किया था जिसके अन्तर्गत पिछले दो सालों में हमारा 65 प्रतिशत बाहर जाने वाला माल प्रिशिपमेंट स्कीम में आ गया है और सन् 1965 तक 85 परसेंट बाहर जाने वाला माल इस के अन्तर्गत आ जाएगा । इसलिए इस तरह का विचार रखना ठीक नहीं है कि हमारा माल पहले की तरह अब भी जाता है ।

Shrimati Sharda Mukerjee: I understand the Chapalani Committee has given an estimate that the cost of providing pre-shipment finance will come to between Rs. 150 crores to 175 crores. Is this a fact? If so, what is Government's reaction to that?

Shri Manubhai Shah: We are very much beholden to that Committee. As far as the recommendations contained in that report are concerned, we mean to take swift action on them.

Shrimati Sharda Mukerjee: What action?

Shri Manubhai Shah: The two objects of the Committee are to provide adequate finance and cheap finance. Both are being looked into.

Shrimati Savitri Nigam: If the Minister is convinced that a lot of hardship was caused to the export trade because of the absent-mindedness on the part of the Government . . .

Mr. Speaker: Why should she refer to that?

Shri Surendranath Dwivedy: The same remark was made by the Minister in an absent-minded manner.

Shrimati Savitri Nigam: If any hardship has been caused to the exporters because of the absent-minded policies of the Government in the past, may I know what steps are being taken to give immediate relief to the exporters?

Shri Manubhai Shah: As the hon. lady Member knows, we have been taking some measures in the last few years. But it always takes time to get results. Because, these are all very delicate economic matters which are to be thoroughly examined before decisions can be reached.

Production of Pig Iron

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*363. **Shri D. D. Puri:**
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Yashpal Singh:
Shri P. R. Chakraverti:
Shri Ravindra Varma:
Shri P. Venkatasubbaiah:
Shrimati Renuka Barkataki:
Shri H. C. Soy:
Shri P. C. Borooah:

Will the Minister of **Steel and Mines** be pleased to state:

(a) the progress made in enlarging

the indigenous production of pig iron; and

(b) when self-sufficiency in this important raw material is likely to be achieved?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) and (b). Apart from liberal licensing of capacity for the manufacture of pig iron in the private sector, Government are setting up an additional blast furnace each at the Steel Plants at Bhilai and Durgapur by way of advance action for the expansion of these Plants in the Fourth Plan period. Government are also considering the possibility of setting up a low shaft furnace at Bhilai with a capacity of 150 to 200 tonnes a day.

Feasibility studies have also been commissioned at eight locations in the country with a view to setting up a few blast furnace complexes for the production of pig iron at these locations.

A Technical Committee has been appointed to suggest measures for increasing the blast furnace officiency at the existing Steel Plants by effecting technological improvement so as to increase the production of pig iron at these units. These measures are not likely to enable us to reach self-sufficiency before 1967, but it is estimated that after 1967 it will be possible to meet the domestic demand from indigenous production.

Shri D. D. Puri: What is the total quantum of capacity licensed in the private sector? Are the Government satisfied that they are being implemented with speed?

Shri P. C. Sethi: As far as the private sector is concerned, we expected 5 million tons from it. But, as yet many of the units have not gone into production and the progress is slow.

Shri D. D. Puri: The question was whether they are satisfied and if they are not satisfied what steps they are taking.

Shri P. C. Sethi: We are not satisfied; but we are occasionally calling them, trying to see their difficulties and expedite the measures.

श्री म० ला० द्विवेदी: मैं जानना चाहता हूं कि निजी क्षेत्र में सरकार के अनुमान के अनुसार, जो ब्लास्ट फरनेसेज लगायी गयी हैं, उनमें कितना पिग आयरन का उत्पादन होने लगा और कब से, और सरकार का टारजेट क्या है ?

श्री प्र० चं० सेठी : हमारे अनुमान के अनुसार सन् 1965–66 में 1.7 मिलियन टन पैदा होने लगेगा। फिर भी .8 मिलियन टन की कमी रहेगी। इसको पूरा करने के लिए और ब्लास्ट फरनेसेज भिलाई और दुर्गापुर में लगायी जा रही हैं और प्राइवेट सैक्टर में 14 पार्टियों को लाइसेंस दिये गये हैं।

Shrimati Savitri Nigam: What would be the maximum production this year and what percentage of our requirements will be covered by the increased production?

Shri P. C. Sethi: Our production this year would be about 1.2 million tonnes and in 1965-66, as I have said, the production will reach 1.57 million tonnes.

Shri S. C. Samanta: By what time will all these steel plants be expanded and have the collaborators been consulted by this time?

Shri P. C. Sethi: This question is about pig iron and not about the expansion of steel plants.

श्री यशपाल सिंह : क्या सरकार ने इस बात पर विचार किया है कि इस स्लो प्राग्रेस की क्या वजह है, और हम को इस वक्त कितनी जरूरत है और कितना पैदा कर रहे हैं ?

श्री प्र० चं० सेठी : जो कमी है उसका उल्लेख तो मैं पहले कर चुका हूं। स्लो प्राग्रेस का कारण यह था कि जो पहले कैपेसिटी थी वह केवल एक लाख टन की थी, जिसे अब

सरकार ने बढ़ा दिया है और जो ठीक पार्टीज हैं उनकी तीन लाख टन की कैपेसिटी कर दी है ।

Shri P. Venkatasubbaiah: In view of the unsatisfactory performance of the private sector in setting up these pig iron plants, may I know whether Government have considered the desirability of taking over those plants from them and starting them all in the public sector?

Shri P. C. Sethi: There is no question of taking over; we are starting our own.

श्री अ० सि० सहगल : क्या यह सत्य है कि पर्याप्त संख्या में लोगों को लाइसेंस न देने के कारण जितनी तादाद में उत्पादन होना चाहिए उतनी तादाद में नहीं हो रहा है ?

श्री प्र० चं० सेठी : तीन पार्टीज के लाइसेंस पिछले वक्त में कैंसिल किये गये हैं । बाकी इस समय भी 14 पार्टीज को लाइसेंस दिये गये हैं और उनकी प्राग्रस ठीक हो इस की कोशिश की जा रही है ।

श्री सरजू पाण्डेय : मैं जानना चाहता हूं कि जिन 14 पार्टीज को लाइसेंस दिये गये हैं उनके नाम क्या हैं और वे किन राज्यों की हैं ?

श्री प्र० चं० सेठी : नाम की लिस्ट तो बहुत बड़ी है । लेकिन गोआ में, बम्बई में, भावनगर में, हिसार में, बिहार आदि में लाइसेंस दिये गये हैं ।

श्री यु० सिं० चौधरी : अभी माननीय मंत्री ने हिसार का जिक्र किया । इसका लाइसेंस किस को दिया गया है, इसमें कितनी लागत लगेगी और यह कब तक शुरू कर दिया जायेगा ?

श्री प्र० चं० सेठी : हिसार का कारखाना पंजाब राज्य सरकार का है ।

Shri S. M. Banerjee: I would like to know whether it has been brought to the notice of the Government that DLF gave some loan for setting up NBC plants in Bengal and other places for producing pig iron. Is it a fact that some plants have been set up as NBC plants which have proved to be very successful; if so, what steps do Government contemplate to have these small plants to produce more pig iron?

Mr. Speaker: The hon. Minister might collect the information.

Shri S. M. Banerjee: They have given licences etc. and they do not know.

Mr. Speaker: At this time he cannot give the information. I have asked him to collect it.

Shri S. M. Banerjee: Then allow me to ask another question.

Mr. Speaker: He has given this information.

श्री रामेश्वरानन्द : अभी खान निकली है नारनौल में और उसके संशोधन के लिए कारखाना हिसार में लगाया जा रहा है, इसका क्या कारण है ? क्या इसका कारण यह है कि वहां की जनता को इसका लाभ न मिल सके ?

श्री प्र० चं० सेठी : यह तो कारखाना पंजाब सरकार का है, उन्होंने जहां मांगा वहां हम ने दे दिया ।

Shortage of Cement

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*364. **Shri Y. S. Chaudhary:**
Shri Bhagwat Jha Azad:
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:
Shri Hem Raj:
Shri Badshah Gupta:
Shri Rameshwaranand:
Shri P. Venkatasubbaiah:

Will the Minister of **Industry and Supply** be pleased to state:

(a) the steps taken by Government to meet the acute shortage of cement in the country;

(b) whether new cement factories are proposed to be set up in the country to meet the demand; and

(c) if so, the broad features of the scheme?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-3544/64].

श्री यु० सिं० चौधरी : इस स्टटमेंट को देखने से पता चलता है कि सरकार एक सीमेंट कारपोरेशन आफ इंडिया बनाने जा रही है । मैं जानना चाहता हूं कि कब तक इस कारपोरेशन की स्थापना हो जायेगी और सीमेंट के उत्पादन से सम्बन्धित बातों पर और जो सीमेंट के वितरण की दोषपूर्ण व्यवस्था है क्या यह उस पर भी निगरानी रखेगा ?

श्री त्रि० न० सिंह : कारपोरेशन का काम अभी वितरण का नहीं होगा ।

श्री यु० सिं० चौधरी : इस स्टटमेंट के दूसरे हिस्से के अन्दर यह कहा गया है कि एडीशनल कैपेसिटी बढ़ाने के वास्ते कुछ कारखानों को नई यूनिटें लगाने के वास्ते आज्ञा दे दी गई है तो मैं पूछना चाहता हूं कि वे कौन-कौन से कारखाने हैं जिनको कि आप का यह वरदान प्राप्त हो रहा है ?

श्री त्रि० न० सिंह : उन कारखानों की एक लिस्ट देना तो मेरे लिए इस समय मुश्किल है लेकिन अगर माननीय सदस्य इस के लिए मुझे अलग से नोटिस देंगे तो मैं उन्हें यह बतला सकता हूं ।

Shrimati Savitri Nigam: It has been mentioned in the statement that the Cement Corporation of India is going to be a firm. May I know how much time the Government will take to from it and whether Government is also intending to examine the present production capacity of the various factories in order to increase their capactiy of production, because some of the factories are working only one shift?

Shri T. N. Singh: Steps are being taken—Sir, there are two questions . . .

Mr. Speaker: One might be answered.

Shri T. N. Singh: Steps are being taken to set up the Cement Corporation very soon. As a matter of fact, decisions regarding appointment of some of the key officers have already been taken?

श्री रामेश्वरानन्द : इस समय सीमेंट की इतनी कमी है कि देहातों में एक-एक कट्टा 20-20 रुपये में मिलता है । इस का कारण केवल नियंत्रण है, तो क्या सरकार यह सोच रही है कि सीमेंट पर से नियंत्रण हटा दिया जाये ताकि लोगों को आसानी से सीमेंट मिल सके ।

श्री त्रि० ना० सिंह : मैं मानता हूं कि देहातों में सीमेंट की कमी है और उसे हम सभी महसूस कर रहे हैं । चूंकि इस समय देश में सीमेंट की पैदावार कम है इसलिए उस पर से नियंत्रण हटाना ग़लत होगा ।

Shri Man Sinh P. Patel: In view of the all-India corporation being established, may I know whether some States like Maharashtra and Gujarat have approached the Central Government for starting manufacture of cement and whether Government is going to allow the States to manufacture it?

Shri T. N. Singh: We encourage State Governments to enter the cement trade, if they so desire, for a cement factory in the public sector.

श्री बागड़ी : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि भारत का सीमेंट का उत्पादन अंग्रेजी राज्य के दौरान में दुनिया के दूसरे मुल्कों के मुकाबले में कौन से नम्बर पर था और आज अब उस का कौन स नम्बर है ?

श्री त्रि० ना० सिंह : इस नम्बर का पता लगाने के लिए तो मुझे अलग से नोटिस चाहिए ।

Dr. Sarojini Mahishi: May I know how far the incentive by way of extra price offered to the producers to stimulate the maximum utilisation of capacity has been utilised by them all these years?

Shri T. N. Singh: A number of selected mills have utilised it and there has been additional production in the last year of the order of .5 million tons.

डा० राम मनोहर लोहिया : मैं यह देखता हूं कि सीमेंट का एक तो कानूनी दाम है क़रीब 7–8 रुपये बोरा, दूसरे उस का असली दाम करीब 12–14 रुपये बोरा है और तीसरे सिलीगुड़ी जैसी जगहों पर जहां कि सरकारी काम बहुत होता है, चार, पांच रुपये बोरा उसका दाम है, क्या सरकार बतलायेगी कि कुल उत्पादन में से कितने प्रतिशत: को सरकार खुद खपत करती है और वह खपत अच्छी तरह से हो इसके लिए सरकार क्या इंतजाम कर रही है ?

श्री त्रि० ना० सिंह: काफ़ी प्रतिशत:, मेरी समझ में 50 प्रतिशत: से भी अधिक सीमेंट गवर्नमेंट के बहुत से प्रोजक्ट्स के निर्माण में लगता है । अब उस के बारे में अगर वह कोई डिटेल्स चाहेंगे तो मैं उस का पता लेकर उन्हें बतलाऊंगा ।

डा० राम मनोहर लोहिया : मैं यह अर्ज कर दूं कि सिलीगुड़ी में सरकारी काम हो रहा है । वहां बाजार में 4–5 रुपये बोरा सीमेंट का पिछले चार, पांच महीने में मिलता रहा है, अब इस को तो साफ़ यह मतलब है कि सरकारी सीमेंट बाजार में चोरबाजारी की तरह से आता है और वह काफ़ी तादाद में आता है तो इसे रोकने के लिए मंत्री महोदय ने विचार कर के क्या कोई रास्ता निकाला है?

अध्यक्ष महोदय : माननीय सदस्य ने यह इनफारमेशन दे दी है अब मिनिस्टर साहब इस के लिय कोई न कोई रास्ता निकालेंगे ।

डा० राम मनोहर लोहिया : मंत्री महोदय को मुझ से ज्यादा मालूम होगा ।

अध्यक्ष महोदय : आप ने अभी बतलाया है ।

Shri Kapur Singh: It is a world-wide phenomenon.

Shri Nambiar: In view of the fact that the production of cement under the new licensing scheme is not rapid, may I know whether it is due to the shortage of machines and, if it is so, whether it will be possible for the Government to import machinery from the rupee-payment area without difficulties of foreign exchange, so that the production can be arranged quicker?

Shri T. N. Singh: So far as cement projects in the private sector are concerned, we think we are able to provide as much as they require. The difficulty has been that the private sector was not having necessary resources of that order. Foreign exchange, I believe, has not been so much—slightly so—but not so much of a restricting factor. As now the public-sector project is coming up, we shall look into all the suggestions that the hon. Member has made.

श्री के० दे० मालवीय : क्या सरकार को मालूम है कि जहां कहीं भी सरकारी काम में बड़ी-बड़ी निर्माण योजनाओं में सीमेंट का इस्तेमाल हो रहा है वहां आसपास सीमेंट बहुत सस्ता चोरी से मिलता है ?

श्री त्रि० ना० सिंह : हो सकता है ।

Shri P. R. Patel: May I know whether the quotas of cement fixed for the States are fixed on the basis of the requirements of the States or on the population basis?

Shri T. N. Singh: We have taken the requirements also into consideration. They put in their demands also. We take that into account and also the level of consumption by the States

in the previous years. All these factors are considered before the quota is allotted.

श्री तन सिंह : जो सीमेंट की नई फैक्टरियां लगाई जायेंगी क्या उन से हमारी कमी पूरी हो जायेगी; यदि नहीं, तो सरकार उस कमी को पूरा करने के लिए और क्या प्रयास कर रही है ?

श्री त्रि० ना० सिंह : मेरा ऐसा ख्याल है कि अगले दो, तीन वर्षों तक कम से कम हमें काफ़ी सीमेंट की कमी रहेगी; अलबत्ता उसके बाद चार, पांच वर्ष में, फोर्थ प्लान में, हम डिमांड्स के मुताबिक बहुत कुछ प्रोडक्शन कर सकेंगे ।

Mr. Speaker: Next question.

Shri J. B. Kripalani: I would like to know whether if there is a great deal of blackmarketing in a particular commodity, it is not valid to ask what Government are going to do about it.

Mr. Speaker: I have not prevented that question. I had allowed that question also.

Shri J. B. Kripalani: But no answer was given.

Mr. Speaker: What answer can they give?

Shri T. N. Singh: I have answered it already.

Shri J. B. Kripalani: What steps are they going to take to stop it?

Shri Sheo Narain: They should abolish control.

Export of Iron and Steel

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*365. **Shri Kapur Singh:**
Shri Solanki:
Shri Gulshan:
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether Government are considering measures to promote the exports of iron and steel from this country;

(b) if so, the broad features thereof; and

(c) the final export-earnings anticipated as a result of these export measures?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) Yes, Sir.

(b) An export quota of 100,000 tonnes of bars, rods, structurals and rails, was fixed for each of the years 1963-64 and 1964-65.

It has been decided to set up a Steel Exporters' Association with the object of surveying markets, sending out study teams and delegations, undertaking publicity etc. for promoting the export of iron and steel. The Association is expected to come into being shortly.

(c) Exports during 1964-65 are estimated to be of the order of about Rs. 4 crores.

Shri Kapur Singh: Does this export represent our genuine surplus in production, or is it squeezed out by stifling the domestic demand, and if the latter, why is it so?

Shi P. C. Sethi: We are not squeezing out the indigenous demand. As a matter of fact, bars and structurals which are surplus are being exported.

Subsidized Grain Shops for Railwaymen

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*366. **Shri Yashpal Singh:**
Shri Nambiar:
Shri Ram Harkh Yadav:
Shri Hukam Chand Kachhavaiya:
Shri P. C. Barooah:

Will the Minister of **Railways** be pleased to state:

(a) whether a memorandum signed by 400,000 railway employees has

been presented to him asking for the reintroduction of the subsidized grain shops; and

(b) if so, the decision taken thereon?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) A memorandum signed by a number of employees has been received by the Government.

(b) The policy of the Government in regard to the revival of subsidised grain shops has already been indicated in reply to part (c) of Unstarred Question No. 884 replied on 18-9-1964.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि कुल कितनी इस तरह की फेयर प्राइस शौप्स की जरूरत पड़ेगी और सरकार इस समय कितनी क़ायम करना चाहती है ?

डा० राम सुभग सिंह : रेलवेज के कर्मचारी कोई 13 लाख हैं। अब 300–400 आदमियों की जहां कहीं भी कालोनी हो वहां हम कंज्यूमर्स कोआपरेटिव स्टोर्स खोलना चाहते हैं। फेयर प्राइस शौप्स जितनी भी उपभोक्ता कोआपरेटिव स्टोर्स खोलें वह स्वागत योग्य ही है और इस में सरकार उन्हें सब संभव सहायता व प्रोत्साहन देगी।

श्री यशपाल सिंह : सरकार को उस में कुल कितना खर्च करना पड़ेगा ?

डा० राम सुभग सिंह : यह जो कंज्यूमर्स कोआपरेटिव स्टोर्स कायम किये जाते हैं उन के लिए सरकार जगह देती है और जहां वह फेयर प्राइस शाप्स चलाते हैं उनसे केवल इसके लिए एक नामिनल किराया अर्थात् एक रुपया प्रति मास के किराये पर सुलभ करती है। इसके अलावा उन स्टोर्स को चलाने के लिए रखे गये आदमी का कुछ खर्चा भी देती है। गवर्नमेंट 2500 रुपये तक शेयर कैपीटल में मदद करती है। जो भी पूंजी अथवा सहायता उन्हें चाहिए सरकार उन्हें सुलभ करती है और इस कार सरकार हर एक स्टोर्स को कोई 10,000 रुपये तक कर्जे के रूप में देती है।

झुग्गियों का गिराया जाना

+

S.N.Q 2. **श्री हुकम चन्द कछवाय :**
श्री बड़े :
श्री प्रकाशवीर शास्त्री :
श्री रामेश्वरानन्द :
श्री ओंकार लाल बेरवा :
श्री बागड़ी :
श्री गुलशन :

क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने अशोक होटल तथा विनय मार्ग के पास की लगभग 1,500 झुग्गियों को गिरा दिया है;

(ख) क्या यह भी सच है कि उन्हें मदनगीर में बसाने की योजना है;

(ग) क्या सरकार ने मदनगीर क्षेत्र में इन लोगों को प्रारम्भिक सुविधायें देने की व्यवस्था की है;

(घ) क्या सरकार ने झुग्गियों को गिराने से पहले सूचना दी थी; और

(ङ) यदि नहीं, तो इन झग्गियों को बिना पूर्व सूचना दिये गिराने के क्या कारण हैं ?

निर्माण और आवास मंत्री (श्री मेहर चन्द खन्ना) : (क) से (ङ). विनय मार्ग और चाणक्यपुरी में नाजायज तौर पर बैठे हुए 1,339 परिवारों को 25, 26 और 27 नवम्बर, 1964 को हटा दिया गया था। उन सभी को बदले में जगह दी जानी थी लेकिन 1,194 परिवारों ने जगह को मंजूर किया और उन्हें मदनगीर, वजीरपुर, नारायना और नजफगढ़ रोड की बस्तियों में अलाटमेंट दे दिया गया। इन सभी बस्तियों में मूल सुविधायें दी गयी हैं

जैसे—शौचालय, नहाने की जगह, पानी सड़कें, नालियां, सड़कों पर रोशनी, स्कूल, डाक्टरी सहायता वगैरा । ऐसे परिवारों को झुग्गी-झोंपड़ी स्कीम के नीचे हटाया जा रहा है और पिछले दो वर्षों में इस किस्म के सवाल पार्लियामेंट में कई बार पूछे जा चुके हैं । झुग्गी-झोंपड़ी स्कीम के नीचे 12,497 परिवारों को 31-10-64 तक जगह दी जा चुकी है ।

[(a) to (e). 1,339 families squatting on Vinay Marg in Chanakyapuri were removed on the 25th, 26th and 27th November, 1964. They were all offered alternative accommodation and 1,194 families accepted the offer and were allotted plots in the colonies at Madangir, Wazirpur, Naraina and Najafgarh Road. All these colonies have been provided with basic amenities like latrines, baths, water-supply, roads, surface drains, street lighting, schools, medical facilities etc. This removal was carried out under the Jhuggi and Jhonpri Removal Scheme which has been in operation for the last two years and has been the subject-matter of interpellations in Parliament on several occasions. Under this Scheme, 12,497 families squatting on Government and public lands have been removed and provided with alternative accommodation in various colonies upto the 31st October, 1964).

श्री हुकम चन्द कछवाय : क्या यह सही है कि पहले ये लोग विनय नगर में विनय नगर मार्केट के बनने से पहले बसे हुए थे और वह मार्केट बनाने के लिए इन को वहां से हटाया गया था और इन को यह आश्वासन दिया गया था कि यहां पर बसाने के बाद उन को नहीं हटाया जायेगा ? क्या सरकार इस बात की गारण्टी देती है कि इन लोगों को इस समय जहां बसाया जा रहा है, वहां से उन को उजाड़ा नहीं जायेगा ?

श्री मेहर चन्द खन्ना : जहां तक मेरा ख़याल है, माननीय सदस्य ने जो कहा है, वह दुरुस्त नजर नहीं आता है । हम ने इस सिलसिले में आज से चार बरस पेश्तर मर्दुम-शुमारी की थी । आज दिल्ली में पचास-साठ हज़ार परिवार पब्लिक लैंड्ज में बैठे हुए हैं । यह जो हमारी स्कीम है, इस के नीचे हम उन लोगों को वहां से हटाते है और दूसरी जगह देते हैं ।

श्री हुकम चन्द कछवाय: क्या यह सही है कि 24 तारीख को सूचना दी गई थी और 25 तारीख़ को सारी बस्ती को उजाड़ दिया गया ? माननीय मंत्री जी ने कहा है कि जहां उन लोगों को बसाया गया है, वहां उन को सहूलियत दी गई है । क्या यह सही है कि उन लोगों को पर्याप्त सहूलियत नहीं दी गई है ?

श्री मेहर चन्द खन्ना : मैं ने अर्ज़ किया है कि कम से कम तेरह हज़ार परिवारों को हम जगह दे चुके हैं । मैं माननीय सदस्य की ख़िदमत में यह अर्ज़ करना चाहता हूं कि ये अनअथाराइज्ड स्क्वैटर्ज़ हैं और इन का कोई हक़ नहीं है । लेकिन इस के बावजूद हम उन भाइयों को अस्सी-अस्सी गज़ का प्लाट दे रहे हैं, जोकि एलिजिबिल हैं ।

श्री बड़े : क्या यह सही है कि पुलिस को बाजू में खड़ा कर के और औरतों के रोने और बच्चों के चिल्लाने के बीच में इन झुग्गियों को तोड़ा जाता है ? मैं यह भी जानना चाहता हूं कि मंत्री महोदय की नज़र में और कितनी झुग्गी-झोंपड़ियां हैं, जिन को गिराया जाना है ? माननीय मंत्री ने उन लोगों को दूसरी जगह बसाने के बारे में कहा है । क्या उन को कोई कर्ज़ा देने का भी इरादा है ?

श्री मेहर चन्द खन्ना : तक़रीबन 40-45 हज़ार परिवार और होंगे और वे दिन-ब-दिन बढ़ रहे हैं । इस स्कीम के नीचे हम उन को ज़मीन देते हैं, लेकिन झुग्गी बनाने के लिए उन को कोई माली इमदाद नहीं देते हैं ।

श्री प्रकाशवीर शास्त्री : झुग्गी-झोंपड़ियों की समस्या पार्लियामेंट में कई वर्षों से बार-बार उठ रही है । मैं यह जानना चाहता हूं कि क्या सरकार ने इस सम्बन्ध में कोई व्यवस्थित योजना बनाई है, जिस से इस समस्या को बार-बार इस सदन में न उठाना पड़े ।

श्री मेहर चन्द खन्ना : यह सवाल सदन में बार-बार इसलिए आता है कि मेम्बरों को इस में कुछ खास दिलचस्पी नजर आती है । जहां तक दिल्ली के मेम्बरों का ताल्लुक है, वे कोई सवाल नहीं पूछते हैं । जहां तक कार्पोरेशन के मेम्बरों का ताल्लुक है, वे तमाम हमारी नीति से सहमत हैं । लेकिन अगर माननीय सदस्य सवाल पूछें, तो मैं इन्कार नहीं कर सकता । मैं ने अर्ज किया है कि पचास, साठ हजार कुनबे हैं, जिन में से पन्द्रह हजार कुनबे हटाये जा चुके हैं । हर महीने दो हजार कुनबे हटाने का प्रोग्राम है ।

श्री स० मो० बनर्जी : आन ए प्वाएंट आफ़ आडर, सर । मंत्री महोदय ने कहा है कि कुछ मेम्बर साहबान की दिलचस्पी है और उस के बाद उन्होंने कहा है कि दिल्ली के मेम्बरान या कार्पोरेशन के मेम्बरान इस सवाल को नहीं उठाते हैं ।

This, I feel, is an aspersion on Members. After all, Members are Members, whether they are from Delhi or not.

Mr. Speaker: On the other hand, they should be given credit for taking interest.

श्री रामेश्वरानन्द : क्या सरकार कोई ऐसा यत्न करेगी कि उस की बेकार और व्यर्थ पड़ी हुई जमीन पर जो ग़रीब लोग अधिकार कर लेते है और झुग्गी-झोंपड़ी बना लेते हैं, उन की वहां पर झुग्गी-झोंपड़ी बनाने से पहले ही रोक दिया जाये, जिस से उन लोगों को उठाने में बेकार, व्यर्थ खर्च न हो और सरकार के लिए सिरदर्द न हो ?

श्री मेहर चन्द खन्ना : यह जमीन कारामद जमीन है, व्यर्थ नहीं है । किसी जमीन पर स्कूल बनेंगे, किसी पर अस्पताल, किसी पर कालेज और किसी पर मकान । इन लोगों ने उस जमीन पर कब्जा कर लिया है । इसलिए हम इन को वहां से हटाते हैं, ताकि वह जमीन अच्छी तरह से इस्तेमाल की जाये ।

श्री बड़े : प्रश्न है कि उन को शुरू में ही क्यों नहीं रोकते ।

श्री रामेश्वरानन्द : क्या सरकार ऐसा यत्न करेगी कि उन को पहले ही झुग्गी झोंपड़ी बनाने से रोक दिया जाये, ताकि उन को उठाने में जो खर्च करना पड़ता है, वह न करना पड़े ?

अध्यक्ष महोदय : सरकार इस सुझाव को ध्यान में रखेगी ।

श्री हुकम चन्द कछवाय : चुनाव के दिनों में झुग्गियां बनती हैं ।

श्री मेहर चन्द खन्ना : मैं भी चुन कर आया हूं ।

श्री यु० सिं० चौधरी : उन्हीं झुग्गियों से ।

अध्यक्ष महोदय : किसी वक्त दोनों उन्हीं झुग्गियों में इकट्ठे हो जायें ।

श्री ओंकार लाल बेरवा : रोज जो झुग्गियां तोड़ी जाती हैं, क्या उन में रहने वाले लोगों को दूसरी जगह ले जाने के लिए ट्रांस्पोर्ट का इन्तजाम किया जाता है ? क्या यह सही है कि इन लोगों का सामान तीन दिन तक वहां पड़ा रहा ; यदि हां, तो यह इन्तजाम न करने का क्या कारण था ? वहां पर सामान वगैरह उठाने के लिए कितने ट्रक थे ?

श्री मेहर चन्द खन्ना : जब भी हम इन लोगों को हटा कर दूसरी जगह ले जाते हैं, हम बाकायदा ट्रांस्पोर्ट का बन्दोबस्त करते हैं और जहां तक मेरा ख्याल है, कोई ऐसा

परिवार न होगा, जिस को हम ने ट्रांसपोर्ट प्रोवाइड न किया हो ।

श्री ओंकार लाल बेरवा : कितने ट्रक लगे हुए थे ?

श्री बागड़ी : भारत के हर नागरिक को देश में रहने का अधिकार हमारा विधान देता है । इंसानों को इस तरीके से जहां वे बसे हुए हैं उजाड़ना और इस बात का कोई इलाज न होना . . . . .

अध्यक्ष महोदय : अब आप विधान पर बहस करेंगे ?

श्री बागड़ी : बहस नहीं कर रहा हूं । इसके बिना सवाल समझ में नहीं आएगा । मतलब यह है कि दिल्ली के अन्दर झग्गी झोपड़ी वालों को दो गज भूमि पर रहने की भी कानून जब इजाजत नहीं देता है, तो क्या सरकार इस बात पर विचार कर रही है कि इस समस्या को हल करने के लिए कई-कई एकड़ जमीन जो एक-एक कोठी के साथ लगी हुई है, मंत्रियों के बंगलों के साथ लगी हुई है या राष्ट्रपति भवन के अहाते में है, उसको एक्वायर करके इन झुग्गी झोंपड़ी वालों को बसाने के इस्तेमाल में लाई जाए ?

अध्यक्ष महोदय : और वहां पर झग्गियां डाल दी जायें ?

श्री बागड़ी : मैं प्रश्न पूछ रहा हूं कि दिल्ली में जो जमीन की बड़ी कमी है . . .

अध्यक्ष महोदय : मैंने समझ लिया है । आप कहते हैं कि . . . . राष्ट्रपति भवन और मंत्रियों की कोठियों में खाली जो जमीन पड़ी हुई है उसे क्यों न झुग्गी झोपड़ी वालों को दे दिया जाए ?

श्री बागड़ी : दे दिया जाए तो बहुत अच्छी बात है । जबर्दस्ती भी अगर वे वहां डाल दें तो भी अच्छी बात है ।

श्री मेहर चन्द खन्ना : दो सवाल हैं । एक तो यह है कि जो बड़े-बड़े कम्पाउंड वाले बंगले हैं उनको अच्छे तरीके से इस्तेमाल करना । कल भी मैं ने अर्ज किया था कि हमारा प्लान यही है कि मल्टीस्टोरीड फ्लैट्स, मल्टीस्टोरीड बिल्डिंग्ज बनाई जायें और जो बड़े-बड़े कम्पाउंड्ज हैं उनका मास्टर प्लान के मुताबिक अच्छे तरीके से इस्तेमाल किया जाए । जहां तक झुग्गी झोंपड़ी वालों का ताल्लुक है मैं अभी कह चुका हूं कि शुरू में 25 गज, फिर 80 गज जमीन देते हैं । बाकायदा कालोनीज डिवेलप हो रही हैं और हम उनको जगह देते हैं आल्टरनेटिव ।

श्री स० मो० बनर्जी : भूख और प्यास से परेशान हो कर दिल्ली के आस-पास के इलाकों के लोगों ने, गरीब लोगों ने, यह कह दिया है कि "दिल्ली चलो", "दिल्ली चलो"; यह नारा लगा दिया है और इसी वजह से उनकी तादाद यहां बढ़ती चली जा रही है । सरकार क्या इन्तजाम कर रही है कि उनको यहां आने से रोका जाए या जो आ जायें कम से कम उनको पहले ही बसा दिया जाए, उजड़ने से पहले ही बसा दिया जाए ?

श्री मेहर चन्द खन्ना : आने का तो सवाल यह है कि हमारी कोशिश यही है कि बाहर से वे न आयें और नाजायज कब्जा न हो । जितनी भी रोक-थाम हो सके, करने की कोशिश की जाती है । हमारी पालिसी यह है कि जो आ चुके हैं और जिनके नाम 1960 की मरदुम शुमारी में शामिल हैं, उनको जितनी जल्दी हो सके, उतनी जल्दी उठा कर दूसरी जगह दे दी जाए ।

WRITTEN ANSWERS TO QUESTIONS

Dastur and Co.

*367. **Shri P. Venkatasubbaiah:**
Shri Ravindra Varma:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether it is a fact that Dastur & Co. has offered to merge its consultancy firm with the Hindustan Steel Ltd., and

(b) if so, Government's reaction thereto?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). No offer has been received from M/s. Dastur & Co. for heir merger with Hindustan Steel Limited. M/s. Dastur & Co. have, however, said that they would not object if their Organisation is taken over by Government and converted into a Public Sector unit. This offer is under consideration of the Government.

Baby Food

*368. **Shrimati Jyotsna Chanda:**
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Yashpal Singh:
Shri Sidheshwar Prasad:
Shri Balkrishna Wasnik:
Shri D. C. Sharma:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that about one lakh bottles of baby food were recently unearthed following raids in godowns and shops in Calcutta; and

(b) if so, further steps Government propose to take to unearth baby food which has gone underground in large quantities in the country?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) Yes, Sir.

(b) The State Government have taken action to proceed against the offenders and to confiscate the goods and have made arrangements for distribution of such confiscated goods through co-operatives. It is hoped that this action will deter others from hoarding.

Accident to Electric Train in Bombay

*369. **Shri P. R. Chakraverti:**
Shri P. C. Borooah:
Shri Shree Narayan Das:
Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri Daji:
Shrimati Vimla Devi:
Shri Ram Sewak Yadav:
Shri Vishram Prasad:
Shri Kajrolkar:
Shri Y. S. Chaudhury:
Shri A. P. Sharma:
Shri Gokulananda Mohanty:
Shri Ram Harkh Yadav:
Shri Murli Manohar:
Shri Vishwa Nath Pandey:
Shri Baswant:
Shrimati Laxmi Bai:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that four persons were killed and 30 injured when a suburban electric train of the Western Railway telescoped into a stationary train at Charni Road Station at noon on the 13th October, 1964;

(b) whether any enquiry has been held into the accident; and if so, the findings thereof; and

(c) whether any *ex-gratia* payments have been made to the next of kin of the dead and to the injured?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) In this accident 4 persons were killed and 26 injured of whom 13 sustained grievous injuries.

(b) The Additional Commissioner of Railway Safety, Bombay who held a statutory enquiry into the acci-

dent has submitted his preliminary report. According to his provisional findings the accident was due to failure of railway staff.

(c) Yes. A sum of Rs. 4,300 has been given as *ex-gratia* payment.

Allocation of Industries between Public and Private Sectors

*370. **Shri P. C. Borooah:** Will the Minister of **Industry and Supply** be pleased to state:

(a) whether any shift in the industrial policy resolution with regard to the allocation of industries between the public and private sectors is contemplated; and

(b) if so, how the revised policy will affect the allocation under the Fourth Five Year Plan; and also during the remaining period of the Third Five Year Plan?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) No, Sir.

(b) Does not arise.

World Bank Loan for Indian Railways

*371. **Shri D. C. Sharma:**
Shri Umanath:
Shri A. K. Gopalan:
Shri M. N. Swamy:
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Ravindra Varma:
Shri P. Venkatasubbaiah:
Shrimati Renuka Barkataki:
Shri Vishwanath Pandey:
Shri Ram Sewak:
Shri P. G. Sen:

Will the Minister of **Railways** be pleased to state:

(a) whether the World Bank has advanced a loan of $ 62 million to the Indian Railways to help their development through the International Development Association;

(b) If so, the terms and conditions of the loan; and

(c) How it is proposed to be utilised?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) An agreement for a credit equivalent to $62 million (Rs. 29.51 crores) has been signed on 26th October 1964 with the International Development Association, an affiliate of the World Bank.

(b) The main terms and conditions of the Credit are that it carries no interest but a service charge at the rate of three-fourths of one per cent (¾ of 1 per cent) per annum on the principal amount of the credit withdrawn and outstanding from time to time. The credit will be repayable in 50 years, repayment commencing on September 15, 1974 [*viz.* after an interval of ten (10) years] and ending on March 15, 2014. The closing date of the credit is 30-9-1965, and foreign exchange expenditure from 1-7-1964 upto the closing date would be eligible for financing under the Credit.

(c) The credit is to be utilised to meet the foreign exchange costs of the procurement from the member countries of the Bank and Switzerland of railway materials and equipment. These are mainly components and materials including steel for indigenous manufacture of Rolling Stock such as electric and steam locomotives, Electric multiple units and coaches and wagons, signalling and tele-communication equipment, materials for the Electrification programme, track and other railway materials and equipment.

Prices of Tea

*372. **Shri Y. S. Chaudhary:** Will the Minister of **Commerce** be pleased to state:

(a) whether Government are aware of the rising prices of tea in the country;

(b) if so, whether Government have examined the reasons behind this; and

(c) the measures Government have taken or propose to take to check the rising prices?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) The wholesale and retail prices of tea in the country for consumers have remained almost steady except for seasonal fluctuations.

(b) Does not arise.

(c) Does not arise.

Import Licences

*373. **Shri P. R. Chakraverti:**
Shri P. C. Borooah:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that there will be no cut in the import entitlements for established importers for the second half of the current licensing period ending the 31st March, 1965;

(b) whether Government propose to make a separate announcement about changes, if any, to be made in the policy to be followed for the half year with regard to actual users; and

(c) whether import licences issued during the first half of the year stand valid automatically for the second half of the year?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). Yes, Sir.

(c) Import licences granted to Established Importers have been made automatically valid for the second half of the current year. As regards revalidation of import licences granted to actual users, the matter is under consideration.

Production Cost of Textiles

*374. **Shri P. C. Borooah:**
Shri P. R. Chakraverti:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that the Indian textiles are being priced out of foreign markets; and

(b) if so, the steps being taken to reduce the cost of production of textiles?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) and (b). India has been facing keen competition from other exporting countries both in regard to price an quality of textiles. Government have taken a number of steps to ensure that Indian textiles are not priced out of foreign markets. Raw cotton which constitutes the major portion of the cost of production of cotton textiles is made available to the cotton textile mills in adequate quantities and at reasonable prices. The mills exporting cotton textiles are given some assistance with a view to boosting their exports. They are also allowed to import items of machinery not indigenously available so as to accelerate the pace of modernisation and rehabilitation of the textile industry which will enable them to produce quality textiles at competitive prices. Government have also taken a number of steps to maintain and improve the quality of textiles. A Textiles Committee has been statutorily set up, the functions of which include prescription of standards of quality for textiles, both for internal consumption and for export. Moreover, every reputed mill in the country is now maintaining a quality control department to ensure production of quality textiles. Preshipment inspection of exports of textiles is being carried out. About 10,000 automatic looms have also been licensed to various units with export obligation, so that flawless cloth may be exported.

Theft through Fraudulent Delivery of Goods

*375. **Shri D. C. Sharma:**
Shrimati Savitri Nigam:
Shri Vishwa Nath Pandey:
Shri Hukam Chand Kachhavaiya:
Shri Bade:
Shri Y. S. Chaudhary:
Shri Yashpal Singh:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that cases of theft through fraudulent delivery of goods booked with the Railways, mostly iron, steel and cloth, worth over Rs. one crore have been uncovered by the Crime Intelligence Branch of the Northern Railway Protection Force; and

(b) if so, the action taken in the matter?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, Sir. So far wagons from which goods were removed by means of fraudulent delivery have been found to contain only iron and steel material. Assessment of the losses relating to this form of crime will be possible only after completion of the investigation, but until now property worth Rs. 30 thousand only has been recovered.

(b) The Government Railway Police of the Punjab and Uttar Pradesh have registered 7 criminal cases so far and investigation in all these cases is progressing.

Army Trailors

932. Shri Hem Raj: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that Government have called for tenders for the supply of one ton Army Trailors; and

(b) if so, whether they have been received and the decision taken thereon?

The Minister of Supply and Technical Development in the Ministry of Industry and Supply (Shri Raghuramaiah): (a) Yes.

(b) Tenders have been received and are under security.

Sericulture Industry in Punjab

933. Shri Hem Raj: Will the Minister of **Commerce** be pleased to refer to the reply given to Unstarred Question No. 1713 on the 3rd October, 1964 and state:

(a) whether Government have received the revised scheme regarding the development of sericulture in the hilly areas of Punjab;

(b) if so, its estimated cost and when it will be implemented; and

(c) the aid to be given by the Central Silk Board?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) to (c). The revised scheme regarding the development of sericulture in the hilly areas of Punjab has not so far been received from the Government of Punjab.

Level-Crossing Accidents

934. Shri Rama Chandra Mallick: Will the Minister of **Railways** be pleased to state:

(a) the number of level crossing accidents that occurred on the South-Eastern Railway during 1963-64 and 1964-65 so far;

(b) the loss of life and property involved therein; and

(c) the nature of relief given to them and the details thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) The number of such accidents during 1963-64 and 1964-65 (upto

October, 1964) was 12 and 9 respectively.

(*b*)

Year	No. of persons killed	Approximate cost of damage to Railway property
		Rs.
1963-64 . .	2	118·00
1964-65 . . upto October, 1964	6	1,542·00
TOTAL .	8	1,660·00

(c) Two claims have been received. A sum of Rs. 575 has been paid as compensation in one case besides *ex-gratia* payment of Rs. 200 and the other is under enquiry.

Export of Elephants

935. Shri Rama Chandra Mallick: Will the Minister of **Commerce** be pleased to state:

(a) whether any Indian Elephants were exported to foreign countries during the last five years;

(b) if so, the number of Elephants exported and the names of the foreign countries;

(c) the total foreign exchange earned;

(d) whether there is any proposal to export more Elephants during 1964-65; and

(e) if so, the details thereof?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) and (c). A statement showing the number of Elephants exported during the years 1960-61 to 1964-65 (upto August, 1964) to different foreign countries and their value is laid on the Table of the House. [*Placed in Library, See* No. LT-3545/64].

(d) and (e). There is no restriction on the export of elephants and exports of elephants in 1964-65 will depend on demand for them in foreign countries.

Exhibition in Sweden

936. Shri Ram Harkh Yadav: Will the Minister of **Commerce** be pleased to state:

(a) whether India has decided to take part in the Trade Fair to be held in Sweden recently;

(b) if so, the nature of the Indian exhibits to be displayed at the fair; and

(c) when the fair is going to be held?

The Minister of Commerce (Shri Manubhai Shah): (a) to (c). A proposal to participate in the Swedish Trade Fair to be held in Gotenburz (Sweden) from 7th to 16th May, 1965, has been recommended by the *Ad-hoc* Exhibition Advisory Committee of Government. The proposal is under consideration. It is, therefore, too early at this stage to precisely indicate the nature of exhibits to be displayed in this Fair.

Mail Vans

937. Shrimati Ramdulari Sinha: Will the Ministry of **Railways** be pleased to state:

(a) whether any representation has been made to attach mail van in the middle or rear of trains to ensure the safety of postal employees in case of railway accidents; and

(b) if so, the action proposed to be taken in the matter?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) An official reference from the P.&T. Board was received in 1962 requesting marshalling of mail vans either in the centre or in the rear of trains.

(b) Even before the receipt of this reference the practice on the railways was to ensure, as far as feasible,

within the limitations of train operation and also postal convenience for the loading and unloading of mails, to position mail vans at a convenient point of the passenger-carrying trains. Instructions have again been repeated to the Railway Administrations for marshalling mail vans running on passenger-carrying trains at as convenient a position as possible within the various limiting factors necessitated by operational and other considerations.

Trade with Iraq

938. **Shri Ram Harkh Yadav:**
Shri Baswant:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that a trade team recently visited Baghdad to discuss trade arrangements with Iraq;

(b) if so, the personnel of the team;

(c) the salient features of the agreement reached; and

(d) the items and volume of exports and imports involved and their approximate value?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) The delegation consisted of a representative each of the Ministry of Commerce and the Department of Economic Affairs and two officers of our Embassy in Iraq;

(c) Under the Protocol signed in Baghdad on the 22nd November, 1964, the validity of the Indo-Iraqi Trade Agreement (which was due to lapse by 3rd July, 1965) has been extended upto 30th September 1966. The two countries have also agreed to co-operate to the utmost possible extent in technical fields, to their mutual advantage and for the purpose of economic development including the establishment of joint ventures and expansion of trade.

(d) During the next two years India will be importing dates from Iraq while exporting tea, jute goods, textiles, engineering and chemical products. A statement showing the trade with Iraq is laid on the Table of the House. [*Placed in Library. See No.* LT-3546/64].

Gaya-Mughal Sarai Passenger Train Accident

939. **Shri Ram Harkh Yadav:**
Shri Vishwa Nath Pandey:
Shri Bal Krishna Singh:
Shri Yamuna Prasad Mandal:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there was a serious accident when 2 bogies of 349 UP Gaya-Mughal Sarai Passenger train went off the rails on the 20th November, 1964, 22 miles from Varanasi;

(b) if so, the details of the accident and the causes thereof; and

(c) whether there was any casualty?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Two bogies of 349 Up Gaya-Mughalsarai Passenger train derailed between Saidraja and Chandrauli Majhwar stations on 20-11-1964, but the accident was not serious.

(b) At about 12.35 hours on 20-11-1964, while 439 Up Gaya-Mughalsarai Passenger train was proceeding in the block section, Saidraja-Chandrauli Majhwar, two bogies—4th and 5th from the train engine—derailed, blocking the Up main line. The accident was due to failure of permanent way.

(c) No.

Pelletisation Plant in Goa

940. **Shri Ram Harkh Yadav:** Will the Minister of **Steel and Mines** be pleased to state:

(a) whether pelletisation plant is going to be set up in Goa for converting iron ore fines into pellets;

(b) if so, when it is expected to go into production; and

(c) the annual production capacity of the plant?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) By June 1965.

(c) 500,000 tons of pellets per annum.

Iron Ore Plant in Goa

941. Shri Ram Harkh Yadav: Will the Minister of **Steel and Mines** be pleased to state:

(a) whether the Goa Iron Ore Plant has been commissioned;

(b) if so, the workable capacity of the plant;

(c) whether the iron ore deposits near Goa have been surveyed and if so, the annual estimated output thereof; and

(d) the approximate outlay of the plant?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) The capacity of the plant is reported to be for production of about 3,00,000 tons of iron ore per annum with one shift per day or about 5,00,000 tons per annum by two shifts per day.

(c) The Geological Survey of India has been carrying out detailed investigation of the iron ore deposits in Goa since 1962. The investigation is still continuing. The Indian Bureau of Mines has, however, estimated the reserves of iron ore in Goa might be of the order of 525 million tonnes. The production of iron ore from Goa was as follows:

(In million tonnes)

Mineral	1961	1962	1963	1964 (January—September)
Iron ore	6·40	6·13	5·47	3·98

(d) The outlay is reported to be about Rs. 2 crores.

Vegetable Merchants' Association, Bhopal

942. Shri Vidya Charan Shukla: Will the Minister of **Railways** be pleased to state:

(a) whether Government have received complaints from the Fruit and Vegetable Merchants' Association, Bhopal regarding the alleged harassment by Railway Officials; and

(b) if so, the action taken to redress the grievance of the Association?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No complaint has been received by Government. However, a news item appeared in the M.P. Chronicle on 4th October, 1964 regarding delay in delivery of vegetable and fruit parcels and harassment to the merchants at Bhopal.

(b) Some adjustments in the duty rosters of the parcel office staff at Bhopal have been made by the Railway, to eliminate any unnecessary delay in delivery of perishables.

Recommendation of Pay Commission

943. { Shri R. G. Dubey:
{ Shri Yashpal Singh:

Will the Minister of **Railways** be pleased to state:

(a) whether an agreement on several points has been reached between the Railway Board and the All India Railway's Federation following a discussion on the anomalies in the implementation of the Pay Commission;

(b) if so, the nature of agreement; and

(c) the extent to which it will benefit the Railway employees?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes.

(b) A statement is laid on the Table of the Sabha. [*Placed in Library. See* No. LT-3547/64].

(c) In the absence of detailed information regarding the number of persons affected by each decision etc., the financial effect of the benefits conceded cannot be worked out either readily or precisely.

Coal Washeries

944. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that some private firms have been issued licences to manufacture coal washeries;

(b) if so, names of the firms along with the names of their foreign collaborations, if any;

(c) whether any of them have started production; and

(d) if so, the total production at present in each plant?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). Four firms have been granted licences for manufacture of coal washeries with foreign collaboration.

Name of firm	Name of foreign collaborators
(1) M/s. McNally Bird Engineering Company Ltd., Calcutta.	M/s. McNally Pittsburgh Corporation, U.S.A.
(2) M/s. Britannia Engineering Ltd., Calcutta.	M/s. Simon Carves Ltd., UK.
(3) M/s. Tata Robins Fraser Ltd., Jamshedpur.	M/s. Hewitt Robins Incorporated, U.S.A and Fraser and Chalmers Engineering Works of G.E.C., U. K.
(4) M/s. Argent Engineers Ltd., Calcutta.	M/s. Roberts & Schaefer Company, U.S.A.

(c) No, Sir.

(d) Does not arise.

Export of Four Wheeler Wagons

945. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:

Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal for export of four wheeler wagons;

(b) whether any market has been surveyed for this purpose; and

(c) if so, the results thereof?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). The potential markets for Indian wagons are the developing countries of South-East and West Asia and Africa. There may also perhaps be some scope for export of wagons to countries in Eastern Europe. Official delegations visiting some of the countries in South-East and West Asia have gained the impression that there was an appreciable goodwill for India in countries abroad, and provided that delivery, prices etc. were competitive, there may be a possibility of foreign markets being developed for Indian wagons and other Railway equipment.

India now has a well developed wagon building industry, producing both bogie and four-wheeler types. Foreign tender enquiries, as and when received from Indian Missions abroad, have been processed to the wagon builders in India, from time to time, and some of the firms have, in the past, also submitted quotations against these enquiries. However, it has, not yet been possible to secure any export order for wagons.

Efforts to promote the export of freight wagons are being continued.

Manufacture of Transistor Radio

946. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shrimati Savitri Nigam:
Shri M. L. Dwivedi:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether any firm has been

given licence to manufacture transistor radios;

(b) if so, the number of such firms which are engaged in manufacture of such radios;

(c) whether these are assembling firms or manufacturing the entire sets;

(d) whether these firms are having any foreign collaborations; and

(e) if so, the names of those collaborators?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) The existing manufacturers of radio receivers are permitted to manufacture transistor radios within their overall capacity. No separate licences, as such, have been given for the manufacture of transistor radios.

(b) The total number of units manufacturing transistor radios is 19.

(c) These units are manufacturing transistor radios partly by producing some of the components themselves and/or obtaining some of the components from other manufacturers within the country and partly by imports.

(d) Eight of these firms are having foreign collaboration.

(e)

Indian Firm	Foreign Collaborator
1. M/s. Phillips India Ltd., Calcutta.	M/s. N. V. Phillips of Holland.
2. M/s. G.E.C. of India Ltd., Calcutta.	M/s. G.E.C. of U.K.
3. M/s. Gramophone Co., Calcutta.	M/s. E.M.I., U.K.
4. M/s. Mulchandani Elec. & Radio India Ltd., Bombay.	M/s. Rank-Bush-Murphy, U.K.
5. M/s. M.R. Industries Ltd., Bombay.	
6. M/s. National Ekco Radio & Engg. Ltd., Bombay.	M/s. E.K. Kole & Co Ltd., U.K.
7. M/s. Indian Plastics Ltd., Bombay.	M/s. Hayakawa, Japan.
8. M/s. Radio & Electrical Mfg. Co. Ltd., Bangalore.	M/s. Toshiba of Japan.

Soft Coke Board

947. Shri Yashpal Singh: Will the Minister of Steel and Mines be pleased to state:

(a) whether the Soft Coke Producers' Collieries Association have demanded the appointment of a Soft Coke Board for pushing up its use; and

(b) if so, the action proposed to be taken in the matter?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) The Government of India do not consider it necessary to set up any official organisation for this purpose. The Association has been advised to carry on active propaganda as producers and sellers of soft coke. Government have also written to the State Governments emphasising the need for popularising the use of soft coke in rural areas, and to grant permission on a liberal scale for the opening of soft coke depots and dumps in the States.

Export of Handicrafts

948. Shri Vishram Prasad:
Shri Bagri:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the Export Advisory Committee for handicrafts approved an export target of Rs. 41 crores a year to be achieved by 1970-71; and

(b) if so, the phased programme of the scheme?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) It is not possible to work out a phased programme of the scheme excepting indicate item-wise the five year targets.

Railway Hospitals

949. { **Shri Vishram Prasad:** / **Shri Bagri:**

Will the Minister of **Railways** be pleased to state:

(a) the cost of medicines and specialised treatment provided by the Railway hospitals separately on each Zonal railway during the previous year to:

(i) Officers;

(ii) Class III staff;

(iii) Class IV staff?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) The cost of medicines and specialised treatment provided by the railway hospitals is shown below by each Zonal Railway during the year 1963-64:

Name of the Railway	Amount
	Rs.
Central	27,86,722
Eastern	18,92,109
Northern .	38,46,443
North Eastern	9,94,000
Northeast Frontier	9,04,945
Southern . .	18,89,000
South-Eastern . . .	15,37,400
Western	26,83,000

No separate account for the above mentioned cost in respect of (i) officers (ii) Class III staff and (iii) Class IV staff is maintained on the Railways.

Accommodation for Railway Staff in Delhi

950. { **Shri Vishram Prasad:** / **Shri Bagri:**

Will the Minister of **Railways** be pleased to state:

(a) the percentage of (i) Officers, (ii) Class III and (iii) Class IV staff provided with accommodation by the Northern Railway in Delhi area; and

(b) the steps Government propose to take to improve the disparity, if any?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):

(a) (i) Officers	76%
(ii) *Class III Staff* :	
Essential	84·5%
Non-Essential	11·23%
(iii) *Class IV Staff*:	
Essential . .	96·37%
Non-Essential . .	23·73%

(b) Depending on availability of funds more quarters are provided from year to year.

Northern India Regional Export Advisory Committee

951. **Shri P. C. Borooah:** Will the Minister of **Commerce** be pleased to state:

(a) whether the Northern India Regional Export Advisory Committee met in New Delhi in October this year; and

(b) if so, the schemes chalked out at the meeting for promotion of exports?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-3548/64].

Zinc Plant Project at Udaipur

952. **Shri N. R. Laskar:** Will the Minister of **Steel and Mines** be pleased to refer to the reply given to Unstarred Question No. 881 on the 18th September, 1964 and state:

(a) whether Government have considered the feasibility of taking over the Zinc Plant project at Udaipur to the Public Sector; and

(b) if so, the main consideration for taking it over?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). The matter is under consideration of the Government.

मोटर के नकली पुर्जे

953. **श्री नवल प्रभाकर :** क्या **उद्योग तथा संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार की जानकारी में यह बात आई है कि दिल्ली में मोटर के नकली पुर्जे बेचे जा रहे हैं ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार ने क्या कदम उठाया है ?

उद्योग तथा संभरण मंत्रालय में उपमंत्री (श्री विभूतेन्द्र मिश्र): (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Export of Tea to Japan

954. **Shri Daljit Singh:**
Shri Subodh Hansda:
Shrimati Renuka Barkataki:
Shri D. C. Sharma:

Will the Minister of **Commerce** be pleased to refer to the reply given to Unstarred Question No. 710 on the 29th February, 1964 and state the effect of the promotional efforts made towards the (i) export and (ii) service of Indian tea at the 1964 Olympic Games in Tokyo?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): The image of Indian Tea was projected successfully before the large number of people who had assembled in Tokyo for the Olympics as well as local people. Indian tea also received wide publicity in the Press.

At the Invitation of the Tea Board, Mr. K. Iwakura, Chairman, All Japan Black Tea Association and also the President of a leading tea firm in Japan, visited India recently. The Tea Board and leading tea exporters held discussions with him. It is expected that his visit would lead to a sizeable increase in the export of Indian tea to Japan.

Industrial Units in Punjab

955. **Shri Daljit Singh:** Will the Minister of **Industry and Supply** be pleased to state:

(a) The number of new Industrial units established in Punjab during the Third Plan period so far; and

(b) The number of Industrial Units proposed to be established during the remaining period?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) About 40 new industrial units in the large scale sector have so far been established in Punjab State in the Third Plan period. Since the establishment of new units in the Small Scale Sector is not licensed, it is not possible to make an assessment of new developments in this sector.

(b) Any assessment of the number of new Industrial Units likely to be set up during the remaining period is not possible at this stage.

Amenities to Tourists at Nangal Dam

956. **Shri Daljit Singh:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the largest number of tourists visit Nangal and Bhakra Dams in Punjab;

which are served by Northern Railway;

(b) whether in spite of rush of tourists no amenities have been provided to the passengers and tourists at Nangal Dam Railway Station where tourists cook their food on the Platform; and

(c) if so, the steps proposed to provide amenities at Nangal Dam?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes.

(b) No. The following amenities exist at present:

(i) A high level platform.

(ii) One waiting room (General) for 1st and 2nd Class passengers and one combined waiting room for ladies.

(iii) One III class waiting hall.

(iv) Adequate drinking water arrangements.

(v) Electric lighting.

(vi) A tea stall.

(vii) Benches on platform.

(viii) Latrines.

The Railways do not provide facilities for cooking of meals.

(c) It is proposed to provide the following additional amenities:

(i) A passenger shed on the platform.

(ii) An additional passenger platform.

(iii) A double bed retiring room and one dormitory with 8 beds.

(iv) Extension of the existing III class waiting hall.

(v) Flush system latrines in 1st and 2nd class waiting rooms.

(vi) Sanitised latrines, urinals and bathing facilities.

Bailadilla Iron Ore Project

957. Shri Vidya Charan Shukla: will the Minister of **Steel and Mines** be pleased to state:

(a) whether the construction work in Bailadilla Iron Ore Project and the other connected railway and port projects is going according to the schedule; and

(b) if not, the specific reasons therefor?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) Does not arise.

Railway Intermediate College

958. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that in the Railway Intermediate Colleges some members of the teaching staff get the concession of vacation duty passes (during Dussehra and summer vacations) in addition to the Privilege passes and P.T.Os. admissible to them under the Pass Rules, while others do not get this concession; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). In December, 1956 instructions were issued to the railways concerned that vacation passes should be issued, as a personal privilege, only to the personnel already enjoying this benefit and that such passes should not be issued to future entrants.

Mining Engineers

959. **Shri Rameshwar Tantia:**
Shri Kajrolkar:
Shri Oza:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether Government have set up a Board to go into the lack of emp-

loyment opportunities for engineers passing out of mining institutes every year;

(b) if so, the composition and the terms of reference of the Board; and

(c) when the Board is likely to submit its report?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) A Joint Board on Mining Engineering Education and Training has been set up. Though the Board's main function is to go into the general question of mining engineering education and training, it has taken up consideration of the problem arising from lack of opportunities for mining engineers.

(b) A statement giving the composition and functions of the Joint Board on Mining Engineering Education and Training is placed in the Library. [*See No.* LT-3549/64].

(c) The Board is meeting shortly to consider the various aspects of this problem and it is expected to submit its report on the subject soon.

Price of Pepper

960. { **Shri Warior:**
{ **Shri Daji:**

Will the Minister of **Commerce** be pleased to state:

(a) whether a forward market had started operation in black pepper, under the auspices of the Alleppey Oil Millers and Merchants Association; and

(b) if so, its reaction on pepper prices?

The Minister of Commerce (Shri Manubhai Shah): (a) No, Sir; not yet.

(b) Does not arise.

Export of Books to Aden

962. **Maharajkumar Vijaya Ananda:** Will the Minister of **Commerce** be pleased to state the steps which have been taken to accelerate the export of literature in Gujarati, English, Urdu, and Hindi which is in great demand in Aden?

The Minister of Commerce (Shri Manubhai Shah: The trade has been informed of the demand in Aden for literature in Gujarati, English, Urdu and Hindi through the Indian Trade Journal and Commercial Information Circular issued by the Ministry of Commerce. Facilities for importing paper and other raw materials for production of books against their export are also provided.

Manufacture of Hand-guided Power Tillers

963. **Maharajkumar Vijaya Ananda:** Will the Minister of **Industry and Supply** be pleased to refer to the reply given to Starred Question No. 409 on the 25th September, 1964 and state:

(a) whether the scheme to set up a factory in Madras for the manufacture of hand-guided power tillers in collaboration with a Japanese firm has been finalised:

(b) if so, the details thereof; and

(c) the extant to which technical and financial assistance in the venture is involved?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) to (c). All the schemes received for the manufacture of power-tillers are still under consideration.

Trade with Poland

964. **Shri P. C. Borooah:** Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that India's trade balance with Poland 1963-64 was converted into a deficit from a surplus of about 3.83 crores during 1962-63 and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir. Exports fell from Rs. 11.55 crores in 1962-63 to Rs. 9.6 crores in 1963-64; and imports rose from Rs. 8.13 crores to Rs. 10.36 crores in the same period.

(b) The physical imports also include machinery, etc. imported under the long term credit offered by the Polish Government. Export of raw hides and skins, coffee, and jute goods, etc., declined in 1963-64 over 1962-63.

Sandal Wood Oil

965. Shri Brijraj Singh-Kotah: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it has been brought to the notice of Government that unhealthy competition between the Mysore Government and the proprietors of private sandal wood factories, has led to abnormally high rates for sandal wood oil, thereby threatening the existence of the famous Kanauj perfume factories; and

(b) if so, the steps proposed to be taken to set the matter right?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) No, Sir.

(b) Does not arise.

Derailment at Sahebpur-Kamal Station

966. Shri Vishram Prasad:
Shri Ram Sewak Yadav:
Shri Bade:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Allahabad-Jogbani passenger train derailed on the 14th October, 1964 at Sahebpur-Kamal station on the Katihar-Barauni section of the North-Eastern Railway; and

(b) if so, the number of casualties, the loss of lives and Government property?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) It was 35 Up Jogbani-Barauni Jn. Passenger train and not Allahaba-Jogbani Passenger train which derailed at Sahebpur Kamal station on 14-10-64.

(b) Nobody was killed or injured as a result of this accident.

The approximate cost of damage to railway property was Rs. 750.

Channel of Local Roro Irrigation Scheme

967. Shri H. C. Soy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that near Pandra-Sali station on Raj Kharswan-Gua line, S.E. Railway, the Government of Bihar (Irrigation Department) have placed funds with the Railway to construct a passage to the main channel of the local Roro Irrigation Scheme for more than a year ago, but no action is being taken by the Railway; and

(b) if so, the steps being taken to expedite the matter?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). No, Sir. The matter is still under consideration of the State Government.

Import of Polythylene

968. Shri Uikey:
Shri Vidya Charan Shukla:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that import licences for low density polythylene are not given to actual users;

(b) whether it is also a fact that factories producing low density polythylene in India are unable to meet the demand in full;

(c) if so, whether Government propose to give licences for importing this raw material from abroad to the actual users; and

(d) whether it is a fact that the State Trading Corporation is importing the same and distributing it through the Indian manufacturers who have expressed their inability to supply the same to the new customers and if so, the reasons therefor?

The Minister of Commerce (Shri Manubhai Shah): (a) The low density polythylene is available freely from indigenous sources and its import is not allowed.

(b) to (d). There was decline in the production of polythylene in September, 1963 due to shortage of alcohol and a small quantity of polythylene was imported through the State Trading Corporation to meet the requirements of the processing industry. The production of low density polythylene in the country has again improved since August 1964 and it has become possible to meet fully the requirements of the processing industry as also to supply it to new customers.

साबुन का निर्माण

969. **श्री उइके :**
श्री विद्या चरण शुक्ल :

क्या **वाणिज्य मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि खोपड़े का तेल, कच्चा खोपड़ा, खजर का तेल (पाम आयल), जिन्हें लघु साबुन निर्माण कर्ताओं द्वारा कच्चे माल के रूप में काम में लाया जाता है, के वास्तविक उपभोक्ताओं द्वारा आयात करने पर प्रतिबन्ध लगा दिए गए हैं ;

(ख) क्या यह भी सच है कि राज्य व्यापार निगम द्वारा भी उपरोक्त कच्चे माल का आयात नहीं किया जाता है ; और

(ग) देश में लघु साबुन निर्माण कर्ताओं की आवश्यकताओं को पूरा करने के लिये सरकार क्या कदम उठाने वाली है ?

वाणिज्य मंत्री (श्री मनुभाई शाह) : (क) से (ग). खोपड़ा। खजूर के तेल के वास्तविक उपभोक्ताओं सहित सभी जहाजी व्यापारियों को वनस्पति तेलों तथा खलियों के निर्यात के बदले खोपड़े/खजूर के तेल का आयात करने की इजाजत है। जुलाई, 1964, में खाद्य वनस्पति तेलों के निर्यात पर लगे प्रतिबन्ध के परिणामस्वरूप खोपड़े के आयात में होने वाली कमी को दूर करने के लिए राज्य व्यापार निगम को पर्याप्त परिमाण में खोपड़ा आयात करने तथा उसे लघु साबुन निर्माताओं सहित वास्तविक उपभोक्ताओं में उचित प्रचलित कीमतों पर वितरण करने को कहा गया है।

Production and Export of Coffee

970. **Shri P. R. Chakraverti:**
Shri P. C. Borooah:

Will the Minister of **Commerce** be pleased to state:

(a) whether the 1963-64 season crop of Coffee has been the highest on record, if so, level rached; and how the next year's crop estimates based on the current weather reports are expected to compare with it; and

(b) whether an increased allotment in coffee exports has been secured under the international coffee agreement in view of the record crops, and if so, to what extent?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes, Sir. The receipts into the Pool of the 1963-64 crop upto 31-10-1964 amounted to 68,620 tonnes. The 1964-65 season's crop based on the current weather reports is estimated at 60,000 tonnes.

(b) No, Sir. The basic export quota for India under the International

Coffee Agreement, 1962, remains at 21,600 tonnes. Every effort is being made to get an increase in this basic export quota.

Development Councils

971. **Shri Yashpal Singh**: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that Development Councils for certain industries have degenerated into mere Grievance Committees rather than serving as a mechanism for drawing up programmes of development for them; and

(b) if so, whether their composition and working would be re-organised?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) No, Sir. The attention of the Honourable Member may be invited to the Annual Reports of these Development Councils, dealing with the work done by them, which are being regularly placed before the Parliament.

(b) Does not arise. However, as a result of a review undertaken recently, it has been decided to abolish five Development Councils and replace some of them with Panels with a smaller membership.

Manufacture of Salt at Sambhar

972. **Maharajkumar Vijaya Ananda**: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the scheme to purchase machinery for manufacturing plain and mineralised salt licks for cattle at Sambhar has been finalised,

(b) if so, the total outlay involved in the purchase of these machineries: and

(c) the quantum of production on these machineries during the last six months?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) No, Sir.

(b) and (c). Do not arise.

Substitution of Non-ferrous Scarce Materials

973. **Shri J. B. S. Bist**: Will the Minister of **Steel and Mines** be pleased to state:

(a) whether Government have taken any steps for the substitution of scarce material like copper, zinc and lead by aluminium and other indigenous substitutes: and

(b) if so, the success achieved in the matter?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) The following are the main items where it has been possible to replace imported copper and other non-ferrous virgin metals with indigenous aluminium:

Electrical Conductors and Cables, Electrical equipment and fittings, Utensils and Domestic Hardware.

Black-marketing in Cycle Tyres

974. **Shri P. G. Sen:**
Shri Ram Sewak:
Shri P. C. Borooah:

Will the Minister of **Industry and Supply** be pleased to state:

(a) the number of cycle-tyre dealers proceeded against for black-marketing in cycle-tyres throughout the country in pursuance of the assurance given by the Minister in reply to Unstarred Question No. 899 on the 18th September, 1964; and

(b) whether the mere withdrawal of quotas has proved too ineffective a deterrent as penalty for such black-marketing, particularly in Assam, if so, what further steps are contemplated to prevent this practice?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) On investigation of specific complaints of overcharging on cycle tyres and tubes, two cycle tyre companies have suspended quotas to three dealers.

(b) No, Sir. The *bona fide* consumers have now been getting their genuine requirements of cycle tyres and tubes at the companies' recommended retail list prices, in increasing numbers, throughout the country.

मुरशादपुर के पास रेलवे लाइन

975. **श्री हुकम चन्द कछवाय** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 22 अक्टूबर को या उसके आस पास नजीबाबाद और मुरशादपुर रेलवे स्टेशनों के बीच रेलवे लाइन के बोल्ट गायब पाये गये ;

(ख) क्या सरकार ने इस मामले की जांच की है, और यदि हां, तो उसका क्या नतीजा निकला ;

(ग) क्या यह भी सच है कि इससे पहले भी जिला बिजनौर में इस प्रकार की घटनायें हुई हैं ; और

(घ) सरकार ने इस मामले में क्या कार्यवाही की है ?

रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : (क) जी हां, लेकिन घटना 22 अक्टूबर, 1964 को नहीं, बल्कि 27 अक्टूबर, 1964 को मुरशादपुर स्टेशन की सीमा में हुई ।

(ख) भारतीय रेल अधिनियम की धारा 128 के अन्तर्गत एक मामला दर्ज किया गया है और रेलवे पुलिस की सहायता से उत्तर प्रदेश पुलिस का खुफिया विभाग उसकी जांच कर रहा है ।

(ग) जी हां, केवल एक ।

(घ) उस क्षेत्र में सुरक्षा के सम्बन्ध में और अधिक उपाय बरते गये हैं ।

Coal Mining Machinery Project

976. Shri Oza: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether Government propose to set up a Corporation in the public sector for running coal mining machinery project and public sector coal washeries; and

(b) if so, the main features thereof?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) There is no such proposal, yet.

(b) Does not arise.

Ferry Service Over River Ganga

977. Shrimati Renu Chakravartty: Will the Minister of **Railways** be pleased to state:

(a) the reasons for not taking over the Dhulian-Khejuriaghat ferry service over the River Ganga by Government as a rail-cum-ferry service till the Farakka Bridge is completed;

(b) whether the inconveniences suffered by the transporters have been brought to the notice of the Government; and

(c) why this strategic ferry service is auctioned to private parties?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No proposal for taking over the Dhulian-Khejuriaghat ferry service has been received.

(b) No. A ferry service between Farakka and Khejuriaghat which is available for booking of passengers, luggage, parcels and goods traffic to and from N.F. Railway is operated by the Eastern Railway.

(c) The Dhulian-Khejuriaghat ferry service is auctioned by the Government of West Bengal and as such this Ministry have no comments to offer.

Fraud on N.E. Railway

978. **Shri Vishwa Nath Pandey:** Will the Minister of **Railways** be pleased to state the total number of frauds detected by the (i) Inspectors of Coaching Goods, (ii) Inspectors of Station Accounts and (iii) Inspectors of Stores Accounts on the North Eastern Railway from 1st January, 1962 to 31st October, 1964?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): Only one fraud in goods accounts of a station was detected by the Area Travelling Inspector of Accounts. No fraud was detected by Inspector of Stores Accounts, or any other Inspector of Coaching or goods.

T.T.Es. on the N.E. Railway

979. **Shri Vishwa Nath Pandey:** Will the Minister of **Railways** be pleased to state:

(a) the number of additional Travelling Ticket Examiners appointed during 1962-63 and 1963-64 by the North-Eastern Railway; and

(b) the sum of money actually collected by those Travelling Ticket Examiners during the same period as penalty from the passengers who were travelling without tickets?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):

(a) 1962-63 ..... Nil
1963-64 14

(b) 1962-63 ..... Nil
1963-64 ..... Rs. 3911.

मैसूर स्टील एण्ड आयरन कम्पनी

980. **श्री विश्वनाथ पाण्डेय :**
श्री टे० सुब्रह्मण्यम :
श्री राम हरख यादव :

क्या **इस्पात और खान मंत्री** यह बताने की कृपा करेंगे कि :

(क) मैसूर आयरन एण्ड स्टील कम्पनी लिमिटेड, भद्रावती तथा पश्चिमी जर्मन विकास बैंक के बीच एक समझौते पर हस्ताक्षर हुआ है ;

(ख) यदि हां, तो समझौते की क्या क्या शर्तें हैं ; और

(ग) यह समझौता कब से कार्यान्वित होगा ?

इस्पात और खान मंत्री (श्री संजीव रेड्डी) : (क) से (ग). मैसूर आयरन एण्ड स्टील लिमिटेड और फ्रेडिटनस्टाल्ट फ्यूर विडराफवो, फ्रैंकफर्ट मेन के बीच 60 मिलियन मार्क के ऋण के लिए 22 अक्तूबर, 1964 को एक समझौते पर हस्ताक्षर हुए थे। 60 मिलियन मार्क के ऋण का मैसूर आयरन एण्ड स्टील लि० को मिश्र और विशेष इस्पात सन्यन्त्र बनाने में केवल उपकरणों की विदेशी मुद्रा की लागत की पूर्ति के लिए उपयोग किया जायगा। यह ऋण जिसपर 5½ प्रतिशत की वार्षिक दर से ब्याज दिया जायगा तीस अर्द्ध वार्षिक किस्तों में चुकाया जायगा। ये किस्त 31 दिसम्बर, 1969 से चालू होगी।

Industrial Cooperatives in Uttar Pradesh

981. **Shri Vishwa Nath Pandey:** Will the Minister of **Industry and Supply** be pleased to state:

(a) the number of Industrial Cooperatives working in Uttar Pradesh at present; and

(b) the nature of work done by them?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) As on 30th June, 1963 there were existing 4717 Industrial Cooperative Societies in U.P.

(b) These societies are engaged in the production, marketing etc. in respect of following industries:

(1) Handloom

(2) Small Scale Industries

(3) Industrial Estates

(4) Handicrafts

(5) Sericulture

(6) Khadi and Village Industries.

Industrial Production

982. **Shri Surendra Pal Singh:**
Shri Siddheshwar Prasad:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the rate of growth of industrial production in January-June; 1964 declined as compared to the rate of growth in 1963; and

(b) if so what is the rate of decline; and the causes thereof?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) Yes, Sir.

(b) The index of industrial production for January-June, 1964 rose by 6·8 per cent as compared with the index for the corresponding period of 1963. The index for the year 1963 rose by 9.2 per cent as compared to the index for the year 1962.

The reasons for the decline are:

(i) the rate of increase in industrial output is generally lower in the first half of the year. Production pulls itself up during the second half of the year, partly because some of the industries, like tea, included in the Index are seasonal in charater;

(ii) in some of the industries, like woollen and worsted manufacture, there was a tapering off in the Defence demand, which had experienced a spurt in 1963. In a few industries, particularly aluminium manufacturing, 1963 witnessed a substantial increase in production due to the full materialisation of new projects; and

(iii) shortage of foreign exchange continues to be one of the major factors inhibiting the rate of growth of industrial production by optimal utilisation of existing capacity.

Deputy D.G.S. & D.

983. **Shri P. R. Chakraverti:**
Shri P. C. Borooah:
Shri S. M. Banerjee:
Shri Y. S. Chaudhary:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the inquiry into the allegations against the Deputy Director General of Supplies and Disposals, Shri K C. Khosla, has been completed;

(b) if so, the findings of the inquiry; and

(c) the action taken in the light thereof?

The Minister of Supply and Technical Development in the Ministry of Industry and Supply (Shri Raghuramaiah): (a) Yes Sir.

(b) and (c). The charge that the officer was in possession of assets which were disproportionate to his known sources of income was proved and he was dismissed from service on the 9th September, 1964.

Railway Minister's Relief and Welfare Fund

984. Shri Nambiar: Will the Minister of **Railways** be pleased to state:

(a) whether Government have evolved any method for providing grants to the deserving employees from the Railway Minister's Relief and Welfare Fund; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). Applications for assistance from the Railway Minister's Welfare and Relief Fund are considered by a Managing Committee comprising of the following:

(1) Additional Member Staff, as ex-officio Chairman.

(2) Director Finance, Director Establishment and Secretary Railway Board.

(3) Joint Director Finance (Establishment) as ex-officio Treasurer.

(4) Deputy Diretcor Establishment (L) as ex-officio Secretary.

Grants are made by the Managing Committee on the merits of each case.

Welding Steel

985. **Shri Ram Sewak:**
Shri P. G. Sen:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether welding steel is being manufactured in the country; and

(b) if so, the whole-sale and retail rates at which it is released for sale?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). It is presumed that the Hon'ble Members are referring to Electrode quality billets, from which electrode quality wire is drawn for use in are welding electrodes. These billets are being rolled in India. Electrode quality steel is a decontrolled item, and the price is now determined by the Joint Plant Committee. The current price of these billets is:

(*i*) With 0·3% maximum Sulphur and Phosphorus each	Rs.775 per tonne	F.O.R. Rail head station.
(*ii*) With 0·03% maximum Sulphur and Phosphorus each, but on acceptance of 15% with 0·035% maximum Sulphur and Phosphorus.	Rs.750	Do.
(*iii*) With 0·035% maximum Sulphur and Phosphorus each	Rs. 725	Do.

There is no price determination by the Joint Plant Committee beyond the billet stage.

Baby Food Factory in U.P.

986. **Shri Ram Sewak:**
Shri P. G. Sen:

Will the Minister of **Industry** be **Supply** be pleased to state:

(a) whether it is a fact that Rs. 60,00,000 Baby Food Factory is going to be set up in the Co-operative Sector in Uttar Pradesh; and

(b) whether Government contemplate to participate in this venture, if so, to what extent?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) An application for the grant of an industrial licence under the Industries (Development and Regulation) Act, 1951 for setting up a factory at Chandausi in Moradabad District of Uttar Pradesh for the manufacture of Infant Milk Food has been received recently from Shri Mangla Prasad, President, Pradeshik Cooperative Dairy Federation Limited, Lucknow. This application is under consideration.

(b) No. Sir.

Paper Making and Printing Machinery

987. **Shri Ram Sewak:**
Shri P. G. Sen:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that new licenes to ten firms have been given for production of paper making machinery and printing machinery; and

(b) what was the production in 1963?

The Deputy Minister in the Ministry of Industry and Supply Shri Bibudhendra Misra): (a) Twenty two licences for the manufacture of paper and pulp machinery have been issued so far. Of these twenty one were is-

sued in 1961 and earlier. One was issued in 1962. In addition a letter of intent for the grant of an industrial licence has been issued in June, 1964.

No licence under the Industries (Development and Regulation) Act, 1951, is necessary for manufacture of printing machinery as this industry is not covered by the Act. However, Government have so far approved fourteen schemes for manufacture of printing machinery.

(b) The indigenous production of paper and pulp making machinery in 1963 was Rs. 134 lakhs worth and that of printing machinery Rs. 4.34 lakhs worth.

Industrial Estate in Delhi

988. **Shri Vishwa Nath Pandey:**
Shri Ram Harkh Yadav:
Shri P. C. Borooah:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether another Industrial Estate is proposed to be set up in Delhi in the Co-operative Sector; and

(b) if so, where, and what type of industries are proposed to be set up therein?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). Land has been allotted to two Co-operative Industrial Estates—one on Mathura Road and the other on the G.T. Road to Ambala. The cooperatives will develop the land and put up the sheds for their members. The majority of the members of the Co-operative Industrial Estate on the Mathura Road are existing industrial units now in non-conforming areas who have to shift under the Delhi Master Plan. There is no restriction on the type of industries that may be set up in these estates, except that they should be small scale industries.

राजनैतिक संस्थाओं को रेलवे पास

989. **श्री हुकम चन्द कछवाय** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार द्वारा कुछ राजनैतिक संस्थाओं के प्रमुख पदाधिकारियों को रेलवे यात्रा के लिए रेलवे पास दिये गये हैं ; और

(ख) यदि हां, तो उन संस्थाओं तथा उनके प्रमुख पदाधिकारियों के नाम क्या हैं ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

हैवी इलैक्ट्रिकल्स (इंडिया) लिमिटेड

990. **श्री हुकम चन्द कछवाय** : क्या **उद्योग तथा संभरण मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या हैवी इलैक्ट्रिकल्स (इंडिया) लिमिटेड में उत्पादन लक्ष्य के अनुसार हो रहा है ;

(ख) यदि नहीं, तो उत्पादन स्थिति इस समय क्या है और उत्पादन में यदि कमी है तो उसके क्या कारण हैं ; और

(ग) भविष्य में उत्पादन लक्ष्य पूरा करने के लिए सरकार क्या कदम उठा रही है ?

उद्योग तथा संभरण मंत्रालय में उपमंत्री (श्री विभूतेन्द्र मिश्र) : (क) और (ख). 1963–64 में हैवी इलैक्ट्रीकल्स प्लांट भोपाल में बिक्री योग्य 450 लाख रु० के मूल्य का उत्पादन हुआ जबकि विस्तृत योजना रिपोर्ट में वर्णित परामर्शदाता के अनुसार 1963 में कुल 4,04,81,000 रुपए के मूल्य के उत्पादन होने का अनुमान था, लेकिन परिवर्द्धित तथा विस्तृत निर्माण कार्यक्रम को देखते हुए कारखाने के अधिकारियों ने 1963–64 के लिए अपना लक्ष्य 530 लाख रुपये के मूल्य के उत्पादन का रखा था जो पूरा

नहीं हो सका । 1964-65 में अक्तूबर के अन्त तक बिक्री योग्य उत्पादन 239 लाख रुपये के मूल्य का हुआ जबकि इसी अवधि के लिए कारखाने का अपना लक्ष्य 434 लाख रुपए के मल्य के उत्पादन का था । इस कमी का कारण उत्पादिता में गिरावट तथा श्रमिकों के झगड़े ही हैं ।

(ग) उत्पादन को बढ़ाने के लिए एक बढ़ावा देने वाली योजना पर विचार हो रहा है । श्रमिकों की समस्याओं को भी यथा सम्भव लम्बी अवधि के आधार पर सुलझाया जा रहा है ।

शराब का आयात

991. **श्री रामेश्वरानन्द** : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतवर्ष में वर्ष 1962-63 और 1963-64 में कितनी शराब तैयार की गई ;

(ख) इन दो वर्षों में कितने मूल्य की शराब विदेशों से मंगाई गई ;

(ग) क्या सरकार शराब के आयात पर प्रतिबन्ध लगाने के लिये कोई कार्यवाही करने का विचार कर रही है ; और

(घ) यदि हां, तो उसका क्या ब्यौरा है ?

वाणिज्य मंत्री (श्री मनुभाई शाह) : (क) तथा (ख). विवरण सभा पटल पर रखा गया । [पुस्तकालय में रखा गया, देखिये संख्या एल टी-3550/64]

(ग) तथा (घ). शराब के आयात पर पहले से ही प्रतिबन्ध लगा हुआ है ।

Umrer Colliery

992. Shri Balkrishna Washnik: Will the Minister of **Steel and Mines** be pleased to state:

(a) whether the production in the newly started Umrer Colliery has been discontinued; and

(b) if so, the reasons therefor?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). The colliery has not yet started commercial production. Hence the question of discontinuing production does not arise at this stage.

Umrer-Butibori Railway Line

993. Shri Balkrishna Wasnik: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the work relating to the construction of Umrer-Butibori Railway line (S.E. Railway) has been slowed down; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). According to the Report of the Planning Group on coal, the production Schedule from Umrer coalfields has been revised downwards significantly. In view of this and also due to shortage of funds construction of the line is being planned to match the progress of development of the coalfield. The line will however, be completed by the time the coalfield is developed.

Rail Link between Imphal and Aijal

994. Shrimati Jyotsna Chanda: Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to explore the possibilities of establishing a rail link between Imphal in Manipur and Aijal in Miyo district *via* Silchar; and

(b) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) No.

(b) The terrain is exceedingly difficult and a railway line in the area will have to traverse difficult mountain slopes and will be very much restricted in its transport capacity due to steep gradients and sharp curves; also such a line will be very

costly both for construction and later maintenance. Improvement of road services in the area appears to be a better proposition to meet the transport needs.

Grey Iron Foundry

995. { **Shri A. V. Raghavan:** / **Shri Pottekkatt:**

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether Government propose to set up a grey iron foundry with Czechoslovakian collaboration;

(b) if so, where the same will be located; and

(c) when the work will commence?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) Yes, Sir.

(b) At Jabalpur.

(c) A contract with the Czechs for preparation of a detailed Project Report and for technical assistance is expeted to be concluded in the near future. The time schedule for the implementation of this project will be available after the project report has been completed.

Export of Tapioca

996. { **Shri A. V. Raghavan:** / **Shri Pottekkatt:**

Will the Minister of **Commerce** be pleased to state:

(a) whether Government have decided to discontinue the subsidy given to tapioca exporters;

(b) if so, the reasons therefor; and

(c) the quantity of tapioca exported from Kerala during the last five years?

The Minister of Commerce (Shri Manubhai Shah): (a) No subsidy has been given to tapioca exporters.

(b) Does not arise.

(c) Statistics of exports of tapioca are not maintained on state-wise basis. However, a statement showing exports of tapioca and tapioca products during last five years is attached. **Laid on the Table of the House.** [*Placed in the Library. See* No. LT-3551/64].

ठेकेदार का रजिस्ट्रेशन

997. { **श्री ओंकारलाल बेरवा :** / **श्री हुकम चन्द कछवाय :** / **श्री यशपाल सिंह :**

क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड के नये आदेश के अनुसार सभी ठेकेदारों को विभिन्न रेलवे जोनों में अपना रजिस्ट्रेशन कराना होगा और टेण्डर के आधार पर काम दिया जायेगा ; और

(ख) यदि हां, तो नई प्रणाली की रूप रेखा क्या है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) क्षेत्रीय रेलों को इस तरह की कोई हिदायत नहीं दी गयी है कि ठेकेदारों का सालाना रजिस्ट्रेशन किया जाय। आम तौर पर ठेके टेण्डरों के आधार पर दिये जाते हैं ।

(ख) सवाल नहीं उठता ।

Engineering Capacity

998. **Shri Tan Singh:** Will the Minister of **Industry and Supply** be pleased to state:

(a) whether a substantial engineering capacity in our country remains unutilised for want of adequate supply of alloy and special steel; and

(b) if so, the steps proposed to be taken by Government to meet the situation?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) There is some un-utilised capacity in a few industries like textile machinery, small tools, electrial industries and some of the light engineering industries like razor blades, crown corks, sanitary fittings, umbrella ribs and fittings etc. The under-utilisation of capacity cannot, however, be ascribed entirely to the inadequate supply of alloy and special steel. This is only one of the several factors. There are other factors also responsible for under-utilisation of capacity, such as shortage of raw materials like pig iron and hard coke, inadequate supply of imported components, difficulties of power supply in certain areas. etc. It can, however, be said that the principal reason for under-utilisation of capacity is the shortage of foreign exchange for import of components and raw materials, including alloy and special steel.

(b) Government have been trying to meet the maintenance requirements of the engineering industries, to the extent possible, within the limited foreign exchange resources. Certain industries which are of basic importance to the economy have been given preference over others in the allocation of foreign exchange. Simultaneously steps are being taken to augment the indigenous supply of raw materials like pig iron, hard coke, alloy and special steel, etc. A capacity of six lakh tonnes for the manufacture of alloy and special steel has been planned for being established by 1965-66 against the estimated demand of 4,61,000 tonnes. Necessary steps are being taken to bring into early production the various units, both in the public and private sectors, which have been licensed for the manufacture of alloy and special steels.

Delegation from Kuwait

999. **Shrimati Renuka Barkataki:**
Shri Surendra Pal Singh:
Shri Ram Harkh Yadav:
Shri Baswant:

Will the Minister of **Commerce** be pleased to state:

(a) whether a delegation from Kuwait is expected to visit India in the near future to discuss matters regarding the projects of economic co-operation between Kuwait and India; and

(b) if so, the main projects expected to be reviewed during their visit to India?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). It is expected that there will be an exchange of delegations between India and Kuwait to discuss a few projects on economic co-operation in continuation of the talks already held; no definite programme of visits has yet been fixed.

Weaver's Service Centre in Assam

1000. **Shrimati Renuka Barkataki:** Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that the All India Handloom Board has recommended the establishment of a Weaver's Service Centre in Assam; and

(b) if so, the action taken on the recommendation?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy) (a) Yes, Sir.

(b) This is still under the consideration of the Government of India.

Transhipment Difficulties at Katihar Junction

1001. Shrimati Jyotsna Chanda: Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware of the difficulties caused to the passengers as a result of transhipment from broad gauge to metre gauge line and *vice-versa* at Katihar Junction; and

(b) if so, whether it is proposed to extend broad gauge line upto Katihar Junction?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). With a view to removing the difficulties and inconvenience to through passengers, as a result of the B.G. and M.G. stations being situated about half a mile apart, the question of taking the B.G. line right up to the M.G. Station was examined in 1962. Such a connection could only be provided by crossing the M.G. lines and the heavy traffic density on the M.G. line would not permit a surface crossing. The alternative of a B.G. flyover crossing with an overbridge over the M.G. line was estimated to cost about Rs. 57 lacs.

The number of through passengers was assessed as about 200 per day only. To spend such a large amount only to remove some inconvenience for this relatively small number of through passengers, was considered unjustified and the proposal was not given effect to.

Should however conversion of the Katihar-Barauni section to B.G. become necessary at a future date, this connection will also come into being. At present however, from operational considerations, such a conversion is not justified.

1723 (Ai) LSD—4.

कोयले की खपत

1002. **श्री ओंकार लाल बेरवा** : क्या **इस्पात और खान मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोयले की खपत में निरंतर कमी होती जा रही है ;

(ख) यदि हां, तो 1963 में क्या खपत थी और 1964 में कितनी रह गई ; और

(ग) इस मामले में सरकार क्या कदम उठाने की सोच रही है ?

इस्पात और खान मंत्री (श्री संजीव रेड्डी) : (क) जी, नहीं, देश में कोयले की कुल खपत में "निरन्तर कमी" नहीं हो रही है । कोयले की कुल मांग में जैसा कि अनुमान था, बढ़ती नहीं हुई और इस समय वह लगभग स्थिर है ।

(ख) सब श्रेणी के उपभोक्ताओं को मिला कर कोयले का कुल प्रेषण 1963 में 58.75 मिलियन मीट्रिक टन था । वर्तमान सूचना के अनुसार, 1964 में भी प्रेषण इसी श्रेणी का होगा ।

(ग) कोयले की खपत को बढ़ाने के लिए सरकार ने कई कदम उठाये हैं जैसे कि :

(1) नीची श्रेणी के कोयले तथा साफ्ट कोक के वितरण नियन्त्रण को शिथिल करना ।

(2) ईंट के भट्टों तथा साफ्ट कोक के डिपो खोलने के बारे में लाइसेंस देने की नीति में उदारता ।

(3) राज्य शासनों को मन्त्रणा दी गई है कि वे कोयले पर आधारित उद्योगों की बढ़ती में प्रोत्साहन दें तथा औद्योगिक भट्टियों में लकड़ी तथा लकड़ी के कोयले के प्रयोग पर प्रतिबन्ध लगायें ।

(4) उपभोक्ताओं को उनके अंशदान से अधिक प्रदाय ग्रहण करने की आज्ञा प्रदान करना ।

Forward Trading in Taramira Seed and Oil

1003. Shri Y. S. Chaudhary: Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that Government have banned the forward trading in Taramira seed and oil; and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). Forward trading has been banned in Taramira seed but not in Taramira seed oil to check the sharp rise in price as also to illegal forward trading in gram peas, etc., in the guise of Taramira seed.

Recovery of Arrears of Royalty

1004. Shri Mohammad Elias: Will the Minister of **Steel and Mines** be pleased to refer to the reply given to Unstarred Question No. 1753 on the 3rd October, 1964 and state:

(a) whether it is a fact that the mine owners of Orissa who filed review petitions before the Central Government under the Mineral Concession Rules, 1960, against assessment of royalty in violation of statute, were required to deposit certain amount of quarterly instalments, in terms of the orders issued by the Central Government in 1962;

(b) if so, the total amount which the Orissa mine owners have so far deposited with the Orissa State Government;

(c) whether the revision petitions filed in 1962 still remain undecided; and

(d) if so, the action Government propose to take in this matter?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir.

(b) As the royalty on minerals is collected by the State Government, the information asked for is not readily available. It has been called for from the Government of Orissa and will be placed on the Table of the Lok Sabha as soon as it is received.

(c) and (d). The applications are under consideration of the Government. Special staff has been appointed to process pending review petitions expeditiously.

Production Cost of Manganese

1005. Shri Mohammad Elias: Will the Minister of **Steel and Mines** be pleased to state the cost of production per ton of manganese, iron and chromite ores in mines now being worked in public sectors and those worked in private sectors, State-wise?

The Minister of Steel and Mines (Shri Sanjiva Reddy): The information sought is in the nature of a trade secret and no private mine-owner would like to divulge it. In so far as iron and manganese ores, which are being worked at present on a commercial scale in the public sector, are concerned, it is not considered desirable in the public interest to disclose the cost of production.

Requirement of Iron Ore in Rourkela

1006. Shri Mohammad Elias: Will the Minister of **Steel and Mines** be pleased to state:

(a) the total requirement of iron ore in Rourkela Steel Plant per year;

(b) whether the Barsua Iron Ore mines under the Hindustan Steel Ltd. is in a position to supply the requisite quantity of iron ore to the Rourkela Plant; and

(c) if not, where from the rest of the supply comes?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) to (c). The annual requirement of iron ore for the Rourkela Steel Plant is 1.5 million tonnes. Barsua Iron Ore Mines can

supply this quantity. As the Barsua iron ore contains a lower percentage of iron and higher percentage of fines, higher grade iron ore to the extent of 30 per cent is being purchased through the State Trading Corporation to obtain better economics of production. After the Beneficiation Plant is installed at Barsua and the Sintering Plant goes into operation, it is expected that the Barsua Iron Ore Mines would be in a position to meet the requirements of the Steel Plant.

Train-Lorry Collision on Western Railway

1007. Shri U. M. Trivedi: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a full loaded motor lorry dashed against the train between Parantij and Sonasan on the Western Railway at level crossing on 22nd September, 1964;

(b) whether the causes of this accident have been investigated; and

(c) the steps Government propose to take to prevent recurrence of such accidents?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) The accident occurred on 27th September, 1964 and not on 22nd September, 1964.

(b) Yes; the accident was caused by the negligence of the motor truck driver.

(c) Road users are being frequently warned against hazards involved in reckless and careless driving while approaching Railway Level Crossings, through various publicity media; and implementation of recommendations made by the Railway Accidents Committee, 1962 for prevention of such accidents is being closely watched.

Loan to TELCO

1008. Shri H. C. Soy: Will the Minister of **Industry and Supply** be pleased to state the amount of loans and financial guarantees accorded to TELCO, Jamshedpur by Government and how they have been utilised and how are they being repaid?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): Government have not granted any loan or accorded any financial guarantee to M|s. Tata Engineering and Locomotive Co., Jamshedpur.

Trade Agreement with Jordon

1009. { Shrimati Renuka Barkataki: / Shri Onkar Lal Berwa:

Will the Minister of **Commerce** be pleased to state:

(a) whether India and Jordon have recently signed a long term trade agreement; and

(b) if so, the main provisions of the agreement?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). A Protocol was signed at Amman (Jordon) on 15th November, 1964 extending the validity of the current Indo-Jordon Trade Agreement for a period of three years ending 31st December, 1967.

2. The Protocol also provides that (i) a Joint Committee of the two Governments shall hold periodic meetings each year to ensure fulfilment of the provisions of the Agreement and the Protocol and (ii) that the two Government shall cooperate to the utmost extent in the technical fields and for the purposes of economic development including the establishment of joint ventures and expansion of trade.

Tirur Over-Bridge

1010. Shri Koya: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 84 on the 11th February, 1964 and state the progress made so far in taking up the construction of the Railway over-bridge at Tirur (Kerala)?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): The work of construction of an overbridge at Tirur (Kerala) which was programmed for execution during the year 1964-65 has since been deferred to 1965-66 as the Covernment of Kerala has provided funds for this work only during that year.

Electrification of Railway Lines in Kerala

1011. Shri Koya: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal to electrify any section of the railway line in Kerala; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) No.

(b) Does not arise.

Holdings up of Trains

1012. { Shri D. C. Sharma: / Shri Vishwa Nath Pandey:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that train services between Delhi and Meerut were paralysed for five hours on the 17th November, 1964 as passengers held up a train at Ghaziabad and at the Hindon bridge;

(b) if so, the reasons for the same; and

(c) the action taken in the matter?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). To clear the heavy rush of traffic on account of Kartiki Mela at Garh Mukteswar, the rake of 1 GND Ghaziabad-New Delhi shuttle which lies over at Ghaziabad from 18.25 to 8.35 hours next day, was utilised during the night of 16th/17th November, 1964 to run a mela special. It was expected that the rake would return to Ghaziabad in time to start 1 GND shuttle at 8.35 hours but due to certain unavoidable circumstances, the rake arrived there at 8.58 hours on 17th November, 1964 i.e. 23 minutes later than the scheduled departure of 1 GND shuttle. In the meantime, 2 NM Meerut City-New Delhi shuttle, which had arrived Ghaziabad, was started right time at 8.54 hours from there but its alarm chain apparatus was pulled repeatedly by the passengers normally utilising 1 GND shuttle for coming into Delhi/New Delhi annoyed apparently on account of late start to the Ghaziabad-New Delhi shuttle. The public also interfered with the running of trains in the down direction with the result that the movement of trains between Sahibabad and Ghaziabad was held up upto 14.10 hours. Consequently fourteen passenger carrying trains suffered detention ranging between one and half hour and 6 hours and 14 minutes, apart from regulation of some goods trains.

(c) Instructions already exist and have again been repeated that the punctuality of suburban trains is not allowed to be affected by other trains and is kept at as high a level as possible.

Export to Australia

1013. Shrimati Renuka Barkataki: Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that the Australian importers have expressed dissatisfaction with the quality of the products of Indian handicrafts imported by them; and

(b) if so, the steps Government propose to take to guarantee the quality of our exports?

The Minister of Commerce (Shri Manubhai Shah): (a) No, Sir.

(b) Does not arise.

Rajendra Pul on E. Railway

1014. Shrimati Ramdulari Sinha: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that due to erosion of the Ganges the safety of Rajendra Pul (Bridge) on Eastern Railway is in danger; and

(b) if so, the steps taken to ward off such danger?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) No.

(b) Does not arise.

Remodelling of Stations in Andhra Pradesh

1015. Shri E. Madhusudan Rao: Will the Minister of **Railways** be pleased to state:

(a) whether Government are considering any plan for the improvement and remodelling of the Dornakal and Mahbubabad stations in Andhra Pradesh; and

(b) if so, the details thereof and the estimated cost involved?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). No, there is no proposal for remodelling or making any improvements to the existing station buildings either at Dornakal or at Mahbubabad. However, a mall work of improving the station circulating area at Dornakal at a cost of Rs. 10,000 has been approved by the Railway Users Amenities Committee for inclusion in the Works Programme for 1965-66.

12.14 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported Strike in Indian Telephone Industries, Bangalore

Shri Yashpal Singh (Kairana): I call the attention of the Minister of Communications to the following matter of urgent public importance and I request that he may make a statement thereon:

Reported strike in the Indian Telephone Industries, Bangalore, involving 10,500 workers.

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): On 1st October, 1963, Indian Telephone Industries Employees' Union submitted a charter of demands containing 13 demands. Later, on the 29th February, 1964, they added two more demands to the charter. The demands related mainly to the revision of wage structure, grant of additional increments to the staff based on the length of service, grant of house rent, leave concessions etc. The Board of Directors of the Indian Telephone Industries conceded certain demands and rejected certain others and authorised the Managing Director to negotiate with the Union. A statement indicating the present position regarding each demand of the Union is placed on the Table of the House. [*Placed in Library. See* No. LT-3535/64].

The management held several meetings with the representatives of the Union where the demands were discussed and the Board's decisions were made known to them. No settlement could, however, be reached on all the o utstanding demands.

The Mysore Government appointed a Conciliation Officer to settle the dispute in consultation with the representatives of the management and the Union. The Conciliation Officer agreed to restrct the conciliation proceedings to the following outstanding demands:—

(1) Grant of advance increments; and

(2) Grant of house rent at 7½ per cent of the total salary.

The management stated before the Conciliation Officer that the question of revision of the wage structure

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would be taken up by the Wage Board for Engineering Industries, the setting up of which was under the consideration of Government. They pointed out that the acceptance of the first demand relating to grant of advance increments would prejudice the decision of the Wage Board but they offered, as an interim relief, to increase incentive payment by Rs. 5|- p.m., subject to the present level of production being maintained. The Union wanted the interim relief to the extent of Rs. 20/- p.m. An offer of Rs 5/-p.m. was repeated by the management at the final conciliation meeting held on the 26th November but it was straightway rejected by the Union.

After the failure of conciliation proceedings, the Union in their meeting held on the night of the 26th November decided on a lighting token strike on the 27th November to press their demands. The one-day strike took place on the 27th November and the workers resumed the normal working on the 28th and 29th November but after that date, they resorted to go-slow tactics in some of the shops.

श्री यशपाल सिंह : कितना नुक्सान इस इंडस्ट्री को इस स्ट्राइक की वजह से हुआ है और वर्क कंटिन्यू रहे, इसके लिए क्या आल्टरनेटिव अरेंजमेंट किये गये हैं ?

श्री सत्य नारायण सिंह : अभी मैंने बताया है कि एक रोज की स्ट्राइक हुई है। एक रोज की स्ट्राइक से इतनी बड़ी फक्ट्री में काफी नुक्सान हुआ होगा। लेकिन आप अगर तमाम बातों पर गौर करें और मौका मिले तो मैं भी आपको बताऊं कि जहां तक हमारा ताल्लुक है, हम से जितना हो सका है काफी सिम्पेथिटिक व्यवहार हमने किया है। जो जो सुविधायें उनको दी गई हैं उनका अगर दूसरे पब्लिक सैक्टर्ज से मुकाबिला किया जाए तो आपको पता चल जाएगा कि हम लोगों का व्यवहार उन लोगों के साथ बड़ा अच्छा रहा है।

श्री शिव नारायण (बांसी) : अध्यक्ष महोदय, एक व्यवस्था का प्रश्न है।

अध्यक्ष महोदय : किस बात पर ?

श्री शिव नारायण : कुल जो हमारा इस हाउस से निष्कासन हुआ, उस पर। कल की प्रोसीडिंग्ज मेरे हाथ में हैं। जो लफ्ज इस में लिखे हुए हैं, उन से प्रकट होता है कि मेरा कोई दोष नहीं था और मैं हाउस से निकाल दिया गया। आप स्पीकर हैं, बुजुर्ग हैं और हम आपके हुक्म को मान कर बाहर चले गये। लेकिन प्रोसीडिंग्ज बताती हैं कि हमारी कोई गलती नहीं थी। बड़े बड़े एक्सपर्टस और अखबारों ने इस चीज को देखा है .....(इंटरप्शंज) उधर से शट अप कहा गया और दोषी मुझे ठहरा दिया गया.....

अध्यक्ष महोदय : आप क्या चाहते हैं अब ?

श्री शिव नारायण : शट अप की आवाजें उधर से कसी गई और उल्टे मुझे ही निकाल दिया गया। मेरी बदनामी सारे हिन्दुस्तान में.....

अध्यक्ष महोदय : अब आप चाहते क्या हैं ?

श्री शिव नारायण : सारी चीज साफ हो जानी चाहिये। हर एक मेम्बर के ईक्वल राइट्स हैं, हर एक को ईक्वल प्रोटेक्शन मिलना चाहिए।

Shri Hem Barua (Gauhati): I was one of the experts who went through the proceedings and found that he was perfectly correct. He did not say anything for him to be thrown out.

Mr. Speaker: My word is final, not because it is always correct; because it is final, therefore, it is cor-

rect. I may make mistakes and I do not claim infallibility. There is no appeal and therefore, it has to be accepted.

Shri A. P. Jain (Tumkur): He is applying for revision.

12.19 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT OF NEYVELI LIGNITE CORPORATION AND GOVERNMENT REVIEW ON ITS WORKING

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): I beg to lay on the Table a copy each of the following papers:—

(i) Annual Report of the Neyveli Lignite Corporation Limited, Neyveli, for the year 1963-64 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

(ii) Review by Government on the working of the above Corporation. [*Placed in Library. See* No. LT-3536/64].

NOTIFICATION UNDER WORKING JOURNALISTS (CONDITIONS OF SERVICE) AND MISCELLANEOUS PROVISIONS ACT

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): I beg to lay on the Table a copy of Notification No. S. O. 4020 dated the 28rd November, 1964 granting interim relief to working journalists under section 13A of the Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955. [*Placed in Library. See* No. LT-3537/64].

RUBBER (THIRD AMENDMENT) RULES, 1964

The Deputy Minister in the Ministry of Law (Shri Jaganatha Rao): Sir, on behalf of Shri S. V. Ramaswamy, I beg to lay on the Table a copy of the Rubber (Third Amendment) Rules, 1964, published in Notification No. G.S.R. 1499 dated the 17th October, 1964, under sub-section (3) of section 25 of the Rubber Act, 1947. [*Placed in Library. See* No. LT-3538/64]

LETTERS BETWEEN THE PRIME MINISTER OF INDIA AND THE PREMIER OF CHINA

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): Sir, I beg to lay on the Table a copy each of the following papers:—

(i) Letter dated the 27th November, 1964, from the Prime Minister of India to the Premier of the State Council of the People's Republic of China.

(ii) Letter dated the 17th October, 1964, from the Premier of the State Council of the People's Republic of China to the Prime Minister of India. [*Placed in Library. See* No. LT-3539/64]

ANNUAL REPORTS OF THE DEVELOPMENT COUNCILS UNDER THE INDUSTRIES (DEVELOPMENT AND REGULATION) ACT, 1951

The Minister of Heavy Engineering in the Ministry of Industry and Supply (Shri T. N. Singh): Sir, on behalf of Shri Bibudhendra Mishra, I beg to lay on the Table a copy each of the Annual Reports for the year 1963-64 of the following Development Councils under sub-section (4) of section 7 of the Industries (Development and Regulation) Act, 1951:—

(i) Development Council for Automobiles, Automobile Ancillary Industries, Transport Vehicle Industries.

(ii) Development Council for Internal Cumbustion Engines, Power-driven Pumps, Air Compressors and Blowers.

(iii) Development Council for Machine Tools.

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(iv) Development Council for Heavy Electrical Industries.

(v) Development Council for Non-Ferrous Metals and Alloys.

(vi) Development Council for Woollen Industry.

(vii) Development Council for Art Silk Industry.

(viii) Development Council for Organic Chemical Industries.

(ix) Development Council for Drugs and Pharmaceuticals.

(x) Development Council for Sugar.

(xi) Development Council for Instruments, Bicycles and Sewing Machines.

(xii) Development Council for Leather and Leather Goods Industries.

(xiii) Development Council for Light Electrical Industries.

(xiv) Development Council for Food Processing Industries.

(xv) Development Council for Glass and Ceramics.

(xvi) Development Council for Paper, Pulp and Allied Industries.

(xvii) Development Council for Inorganic Chemical Industries.

(xviii) Development Council for Oils, Paints, Soaps, Cosmetics and Toiletries.

[*Placed in Library. See* No. LT-3540/64].

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd December, 1964, agreed without any amendment to the Food Corporations Bill, 1964, which was passed by the Lok Sabha at its sitting held on the 25th November, 1964."

12.23 hrs.

RELEASE OF MEMBER

Mr. Speaker: I have to inform the House that I have received the following telegram, dated the 3rd December, 1964, from the Superintendent, Central Jail, Coimbatore:—

"Shri S. Kandappan, Member, Lok Sabha, released today."

12:23½ hrs.

BUSINESS OF THE HOUSE

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, with your permission, I rise to announce that Government Business in this House during the week commencing 7th December, 1964, will consist of:

(1) Further consideration and passing of the Indian Trade Unions (Amendment) Bill, 1964, as passed by Rajya Sabha.

(2) Discussion and voting on the Supplementary Demands for Grants (Kerala) for 1964-65.

(3) Discussion on the Resolution given notice of by Shri Bade and others seeking disapproval of the Essential Commodities (Amendment) Ordinance, 1964.

(4) Consideration and passing of the Essential Commodities (Amendment) Bill, 1964.

(5) Discussion on the Reports of the University Grants Commission for 1961-62 and 1962-

63 on a motion to be moved by the Minister of Education.

(6) Consideration of a motion for concurrence in the recommendation of Rajya Sabha for reference of the Banaras Hindu University (Amendment) Bill, 1964 to a Joint Committee.

(7) Further discussion on the Report of the Backward Classes Commission (Vols. I—III) together with the memorandum explaining the action taken thereon.

(8) Consideration of a motion for reference of the Companies (Second Amendment) Bill, 1964 to a Joint Committee.

(9) Discussion on the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1962-63 on a motion to be moved by the Deputy Minister of Social Security on Thursday, the 10th December, 1964, after disposal of Questions.

श्री प्रकाशवीर शास्त्री (बिजनौर) : अध्यक्ष महोदय, पिछले सप्ताह जब शुक्रवार को संसद कार्य मंत्री ने इस सप्ताह के बिजिनेस की घोषणा की थी तब मैंने आप के द्वारा उन से कहा था कि सुप्रीम कोर्ट ने उत्तर प्रदेश विधान सभा के सम्बंध में जो निर्णय दिया है उसे चर्चा के लिये यहां लाया जाये। उसके लिए एक प्राइवेट मेम्बर्स बिल कमेटी ने भी सुझाव दिया है और उसे उन्होंने चर्चा के लिये स्वीकार कर लिया है। लेकिन इस पर भी वे बराबर उस को टालते चले जा रहे हैं। उस दिन यह कहा गया था कि अध्यक्षों के निर्णय पर सब कुछ निर्भर करेगा, लेकिन आप ने कहा था कि अध्यक्षों का निर्णय तो बिल्कुल स्पष्ट है। ऐसी स्थिति में सरकार को इस को यहां पर चर्चा के लिये लाना चाहिये।

अध्यक्ष महोदय : यह तो नहीं कहा था कि क्या स्पष्ट है।

श्री डा० राम मनोहर लोहिया (फर्रुखाबाद): माननीय प्रधान मंत्री की परस्पर विरोधी घोषणाओं अथवा थोथी घोषणाओं के सम्बंध में मेरा प्रस्ताव गया है। माननीय संसद कार्य मंत्री को उस प्रस्ताव का इतिहास मालूम है। इसलिये मैं उन से प्रार्थना करूंगा कि वे उस प्रस्ताव को जल्दी से जल्दी यहां लायें।

इसके अलावा, अध्यक्ष महोदय, मैं आप की खिदमत में अर्ज करूं कि आप ने पिछले सत्र में माननीय श्री भगत को आदेश दिया था कि वे आवश्यक सामग्रियों के मूल्यों के अंश, लागत कर, मुनाफा और फजूली के सम्बंध में एक बयान दें।

और भी बहुत से सवाल रह गये हैं लेकिन उन्हें इस वक्त छोड़ता हूं।

अध्यक्ष महोदय : अगर किसी मिनिस्टर ने कोई ऐश्योरेंस दिया हो तो वह अलहदा काम है। बिजिनेस का काम दूसरा है। आप ने पहली बात जो कही वह ठीक है। उस का जवाब मिनिस्टर साहब देंगे।

Shri Sivamurthi Swamy (Koppal): During the last session also I raised the question of the water disputes and the report of the Gulati Commission in the matter. A number of projects, mainly river valley projects, are going to be taken up during the Fourth Plan. Unless this dispute is discussed here, with special reference to the report of the Gulati Commission, I have no doubt that great injustice will be done to States like Mysore, Madras and Maharashtra.

Shri Shivaji Rao S. Deshmukh (Parbhani): May I say....

Mr. Speaker: He cannot introduce himself in this manner. I will come to him. Now, Shri Banerjee.

Shri S. M. Banerjee (Kanpur): My first point is about the request of the hon. Member, Dr. Lohia, for a discussion of the subject, because it is a question of principle. It should be

[Shri S. M. Banerjee]

accepted and taken up for discussion next week. Secondly, there is the discussion of the opinion of the Supreme Court. I would again request you, and through you the Minister, to have a discussion on this subject because opinion has been expressed on this question by everybody except the House.

Mr. Speaker: When once a subject has been referred to and brought to the notice of the House, it need not be reinforced or re-affirmed. So, what has been stated by others need not be supported.

Shri S. M. Banerjee: I just wanted to mention that we support that demand. Thirdly, there is the question of the Bill to give effect to the report of the Bonus Commission. Yesterday, the hon. Labour Minister, Shri Sanjivayya, stated in this House that they are trying to bring it as early as possible. The employers are taking undue advantage of the delay. So, I would request the hon. Minister of see that it is brought in without delay, preferably next week; some other Bills can wait, but not this Bill.

Shri Hari Vishnu Kamath (Hoshangabad): Yesterday I was rather perturbed to notice the Minister of Parliamentary Affairs questioning, or rather doubting, the necessity for a constitutional quorum in the House when I raised the point. I think it was decided many many months ago that the convention which was wrongly adopted by the House was wholly wrong and it was given the go-by. If the Minister of Parliamentary Affairs is really serious about this matter, he should come forward with a Bill to amend the Constitution. I am sure, Sir, you will agree with me—your predecessor, Shri Mavalankar, the first Speaker of the House, did and he advised Government to bring forward a Bill—that if he is really serious about the matter, instead of questioning our right to raise the question of quorum, which is a constitutional obligation, and not a matter of convention, let him, let the Government come forward with a Bill to amend the Constitution they cannot have it both ways: they cannot eat the cake and have it too. Let it be decide once and for all.

Shri Khadilkar (Khed): May I submit that I have given notice of a motion, which has been admitted by the Sub-Committee, regarding the language of law that will come into force after the 26th January. If sufficient thought is not given to that matter and the House is not given an opportunity to discuss it, it will result in legal anarchy and chaotic condition in this country. The basis of our law is the basis of our unity and hence the urgency of the matter. I would request the hon. Minister to let us have a discussion on that.

Shri Shivaji Rao S. Deshmukh: Sir, you will remember, I have seen you regarding the discussion of the Gulati Commission Report on which I have given a motion.

Mr. Speaker: So, he also wants that it should be discussed as early as possible.

Shri Shivaji Rao S. Deshmukh: Besides that, there is another motion of the same type, called No-Day-Yet-Named-Motion.

Mr. Speaker: He need not refer to the Gulati Commission Report. He can refer to the other motion.

Shri Shivaji Rao S. Deshmukh: It is on the same subject. I suggest that it may be taken up early.

Shri Krishnapal Singh (Jalesar): There is another very important matter. We have been asking for a discussion on the defence preparedness of our country. I beg to submit that this is the only time when we can do it.

Mr. Speaker: Is there a motion on the subject?

Shri S. M. Banerjee: There is a motion on ordnance factories by Shri Ranga and others which has been accepted.

श्री सत्य नारायण सिंह : मैं पहले तो श्री प्रकाशवीर शास्त्री की बात का ही जवाब दे दूं । अगर मैं कोई बात कहता हूं तो वे यह न समझें कि मैं उसे टाल रहा हूं । ला मिनिस्टर बहुत जल्दी ही सुप्रीम कोर्ट में उत्तर प्रदेश विधान सभा के बारे में जो कुछ हुआ उस के बारे में एक स्टेटमेंट देने वाले हैं इस सदन में । वाजिब होगा कि उनके स्टेटमेंट को सुनने के बाद श्री प्रकाशवीर शास्त्री के मोशन पर बहस के लिये कोई समय निकाला जाये वह स्टेटमेंट जल्दी ही होने वाला है, शायद अगले सप्ताह में वे करें । माननीय सदस्य कबूल करेंगे कि उनको सुनने के बाद बहस ठीक से करने की ज्यादा गुंजाइश हो जाएगी ।

दूसरा सवाल हमारे दोस्त कामथ साहब का है .....

श्री स० मो० बनर्जी : बोनस कमीशन ।

श्री सत्य नारायण सिंह : आपकी टिनेसिटी के लिए मैं आपको धन्यवाद करता हूं । आप रोज उसकी बात उठाते रहते हैं । इस बारे में मैंने सम्बंधित मिनिस्टर साहब से बात की है और पूछा है कि क्यों देर हो रही है । लेकिन आप जानते हैं कि लेबर का मामला बड़ा पेचीदा होता है । उसके लिए ट्रिपारटाइट कान्फ्रेंस होने वाली है । उसके लिए दस तारीख रखी गयी है । तो उसको पेश करना इतना आसान नहीं है । काफी कोशिश हो रही है । आज भी मैंने मंत्री महोदय को रिमांड किया है । मैंने उनसे कहा है कि इस सेशन में इसको पेश कर दिया जाए ।

कामथ साहब की बात पुरानी है ।

I do not agree with him that it is a wrong convention or that even a wrong convention must be broken.

Shri Hari Vishnu Kamath: It is not only wrong, but also unconstitutional.

Shri Satya Narayan Sinha: Some people want to break all kinds of conventions.

Dr. M. S. Aney (Nagpur): There is no such convention at all. (*Interruptions*).

Mr. Speaker: The only answer I want is that it is going to be taken up here.

Shri Satya Narayan Sinha: We are all anxious about it, we feel it. This every day quorum business does not do any credit to the whole House or to any of the parties concerned. We are ourselves anxious to amend the Constitution so that the House may frame its own rules as to what should be the quantum of quorum.

Shri Nambiar (Tiruchirapalli): Do not make it 5 or 10.

Mr. Speaker: It will come up here.

Shri Hari Vishnu Kamath: Make it five, like a rational panchayat.

Shri Satya Narayan Sinha: I have said that the House would decide it. Why should they be anxious about it? Instead of 50, they can make it 100.

Mr. Speaker: Mr. Khadilkar's point was about the language in the law courts.

Shri Satya Narayan Sinha: I had requested the hon. Member to talk to you about it and find out whether the no-day-yet-named-motion had been accepted.

Mr. Speaker: So far as my business is concerned, I have only to admit it if it is in order and then it is for the Government to decide further.

Shri Satya Narayan Sinha: We will look into it and we will have discussions about it. I do not know whether the motion about ordnance factories had also been admitted. But I think we can take only one motion every week and not more than that because we are running against time. We will look into it also because the concerned Minister should also agree to this. We shall

[Shri Satya Narayan Sinha]

discuss this matter with them and then only I shall be in a position to say as to when it could be taken up for discussion.

Shri Bade (Khargone): My resolution has been accepted and that is about the food position in the South India: all my friends from the South are supporting me in that motion. When will it be taken up?

Mr. Speaker: That also would be looked into.

Shri Satya Narayan Sinha: About the Gulati Commission also, the answer which I have given just now applies to this. I will discuss it with the Minister concerned and then only I will be in a position to say anything about it.

डा० राम मनोहर लोहिया : आपने मेरे बारे में जबाब नहीं दिया ।

श्री सत्य नारायण सिंह : ठीक है आपका जवाब नहीं दिया । आपका जवाब तो मुझे सब से पहले देना चाहिए था । लेकिन जिन से यह सवाल सम्बन्धित है वह इस समय हिन्दुस्तान में भी नहीं हैं । इनको इतनी अक्ल तो होनी चाहिए कि उन के सवाल का जबाब प्रधान मंत्री के आने पर दिया जाएगा । उन को यह समझना चाहिए कि जब वह यहां नहीं हैं तो इस सवाल को न उठाया जाए ।

डा० राम मनोहर लोहिया : जरा सा अर्ज कर लेने दें मुझे अध्यक्ष महोदय ।

संसद कार्य मंत्री की सी अक्ल तो मुझे हो नहीं सकती और न इस जिन्दगी में मैं चाहूंगा कि मुझे उनकी सी अक्ल मिल जाए । लेकिन इतना तो अर्ज करूंगा कि उनको यह तो अच्छी तरह पता है कि माननीय प्रधान मंत्री कब आने वाले हैं । प्रस्ताव भेज दिया गया है, उसको स्वीकार कर लिया गया है, अब उसके बारे में रजामन्दी से तै कर लिया जाए कि उस पर कब चर्चा होगी । लोक-सभा का काम रजामन्दी से ही चला करता है । आपसी रजामन्दी हमारी और आपकी हो जाए । यकतरफा तो कोई काम नहीं हुआ करता । इसलिए मैं माननीय संसद् कार्य मंत्री से बहुत नम्रता से कहूंगा कि वह कोई भी तारीख रख लें, 13, 14 या 15। लेकिन 13 तो शायद् इतवार होगा । मैं समझता हूं कि इन तारीखों में प्रधान मंत्री को भी कोई आपत्ति न होगी ।

श्री सत्य नारायण सिंह : प्रधान मंत्री 7 तारीख को आने वाले हैं । उन से पूछ कर उनकी सहूलियत के अनुसार तारीख निश्चित कर दी जाएगी ।

डा० राम मनोहर लोहिया : इस बात का खयाल रखिएगा कि कहीं यह चीज यकतरफा न हो जाए ।

श्री सत्य नारायण सिंह : आप कब हम को भूलने देंगे ।

12.36 hrs.

DISCUSSION RE: MANUFACTURE, CONSUMPTION AND PRICE OF CARS

अध्यक्ष महोदय : इसके लिए दो घंटे का वक्त है । बागड़ी साहब को 15 मिनट और बाकी लोगों को दस दस मिनट दिए जाएंगे ।

Shri Surendranath Dwivedy (Kendrapara): It will continue up to 2.30 today?

Mr. Speaker: Yes.

Shri Ranga (Chittoor): There will not be any official business?

Mr. Speaker: This is official business.

श्री बागड़ी (हिसार) : अध्यक्ष महोदय, सरकार ने बार-बार इस बात का ऐलान किया है कि देश के अन्दर सस्ती कार दे सकेंगे और कहा गया है कि इसका प्रबन्ध कारखानों द्वारा किया जा रहा है । लेकिन बार

बार यह ऐलान झूठा और धोखा गया । बल्कि कारों की कीमत और बढ़ती गयी ।

अध्यक्ष महोदय, एक तरफ तो हिन्दुस्तान के अन्दर यह चर्चा है कि अणुबम और परमाणु बम बनाया जाए या न बनाया जाए, बना सकते हैं, या नहीं बना सकते हैं । और दूसरी तरफ सरकार बार बार विश्वास दिला रही है कि हिन्दुस्तान के अन्दर सस्ती कारें बनेंगी जिनकी कीमत 5, 6 हजार तक होगी और जो दरम्याने तबके के लोगों को मिल सकेंगी । बड़ी कारें तो सिर्फ बड़े लोगों के लिए हैं, उद्योग पतियों के लिए हैं, सरमाएदारों के लिए हैं, वही उन को इस्तेमाल कर सकते हैं ।

अध्यक्ष महोदय, इस देश के अन्दर कारों की कीमत ज्यादा क्यों है ? यह बात बुनियादी है और सभी वस्तुओं पर लागू होती है । इस देश के अन्दर सरकार का कर, उद्योगपतियों का मुनाफा और उसके ऊपर सरकार और उद्योगपतियों की, दोनों की, फिजूलखर्ची यां, ये तीनों चीजें इसके महंगे होने का मुख्य कारण हैं ।

अब आप कार को लीजिए । कारखाने वालों ने उन के नाम ऐसे रखे हैं जैसे कि उनका कोई ताल्लुक इस देश से नहीं हो । अंग्रेजी नाम रखे हैं, जैसे एम्बैसेडर, फियट, स्टेंडर्ड । क्या ये हिन्दुस्तान जैसे नाम है ? ऐसा मालूम होता है कि ये विदेशी कारें है और विदेशी लोगों के लिए हैं । तो सरकार और उद्योगपतियों की यह जहनियत है ।

खैर, तो मैं आपकी खिदमत में अर्ज कर रहा था कि इन कारों की कीमत इतनी ज्यादा क्यों है । एम्बैसेडर की बाजारी कीमत 17 हजार के करीब है और फियट की 14 हजार के करीब । यह तो सरकार का दाम है । लेकिन अगर काले बाजार में जाओ तो एम्बैसेडर का दाम है 19 या 20 हजार और फियट का 20 और 21 हजार । काले बाजार का मामला बहुत टेढ़ा है ।

अब आप लागत पर आइए । जहां तक फियट का ताल्लुक है 33 परसेंट तो उसकी लागत है, बाकी 25 या 30 परसेंट सरकार का कर है और बाकी सरमाएदार का मुनाफा है । और फिजूल खर्ची है । इसी तरह से आप देखेंगे कि एम्बैसेडर की असल लागत 8 हजार है और 9 हजार के करीब मुनाफा और सरकार का कर है । इस 9 हजार में सरकार का कर पांच हजार है । तो इन कारों की सब से अधिक जो लागत है वह सरकार, सेठ के कर की है और दूसरी लागत जो है वह उद्योगपति की है और तीसरी लागत जो है वह उन लोगों की है जिनको सुविधा मिली हुई है । कुछ खास कायदे कानूनों के मातहत कुछ खास आदमियों को ये कारें मिल जाती हैं । और वे उनको काले बाजार में बेचते हैं और इन पर दो, तीन, पांच, छः, सात हजार तक मुनाफा कर लेते हैं । और लालच का यह समन्दर बढ़ता ही जाता है । और मुझे तो कहते हुए शर्म आती है कि हमारे लोक-सभा के, पार्लियामेंट के मेंबर, भी ऐसे देखने में आए हैं कि फियट कारें खरीद लीं और उन को 6–7 हजार के मुनाफे से ब्लैक में दे दीं । यानी ऐसा अधः पतन हमारे स्वयं अपने लोगों में भी है । इसी तरीके से स्कूटर्स में 1000 से लेकर 1500 रुपये तक बनते है । मेरा कहना यह है कि आज कारों और स्कूटर्स आदि में जो भारी ब्लैक चल रहा है और इस तरह से नाजायज तौर से भारी मुनाफा कमाया जा रहा है इस व्यापक पतन की तह में हमें जाना पड़ेगा । यह पतन और भ्रष्टाचार ऊपर से लेकर नीचे तक सभी स्तरों पर चल रहा है । इस उद्योग पर कुछ ही लोगों

[श्री बागडी]

की मानोपली है और कब्जा है । हिन्दुस्तान के कुछ ही उद्योगपति इस सारे वाणिज्य के ऊपर और इस सारे धंधे के ऊपर मुनाफा उठाते हैं। इस भारी लूट के ऊपर काले नाग बने बैठे हैं। आज हिन्दुस्तान के अन्दर भारत सरकार सस्ती कार नहीं मुहैया कर सकी उसका एक मुख्य कारण यह है कि हिन्दुस्तान के अन्दर यह कारों का उद्योग, यह एम्बैसेडर कार जहां बनती है वह कुछ ऐसे उद्योगपतियों का है, जो कि सरकार से ऊपर माने जाते हैं या यह कहिये कि सरकारी मंत्रियों से उनको मदद मिलती है । वह उद्योगपति इतने शक्तिशाली हैं कि सरकार उन के ऊपर हाथ नहीं डालती है, अगर कोई उन की जगह पर कमजोर व्यक्ति होता तो सरकार हाथ डाल देती । कमजोर लोगों को इस सरकार द्वारा किस तरीके से क्रश किया जाता है यह जनता में आम चर्चा का विषय बना हुआ है । यह बात काफी लोगों से सुनी गई है कि किस तरीके से एक आदमी, श्री भटनागर नाम के आदमी जिसका कि पचास लाख रुपये का सोडा एंश का इम्पोर्ट लाइसेंस था उसका वह लाइसेंस कैंसिल कर के इसी सरकार के एक मंत्री महोदय ने अपने लड़के की कम्पनी को दे दिया

अध्यक्ष महोदय : माननीय सदस्य यह जानते हैं कि लोक-सभा के कायदे में दिया हुआ है कि अगर किसी खास व्यक्ति का नाम लेकर उसकी यहां पर कोई माननीय सदस्य चर्चा चलाना चाहता है तो उसका उसे पहले नोटिस देना चाहिए ताकि सम्बन्धित मंत्री जी उस के लिए तैयार हो जायें । इसलिए माननीय सदस्य बिना पूर्व नोटिस दिये हुए किसी व्यक्ति विशेष जो कि जवाब न दे सकता हो, उसका मामला यहां इस सदन् में नहीं उठा सकते हैं ।

श्री बागड़ी : खैर जाने दीजिये । मेरे कहने का मतलब यह था कि सनअत और मंत्री का एक रिश्ता हो जाता है तब उस के अन्दर भ्रष्टाचार जरूर कदम रखता है । अब यह जो मैं ने मामला बतलाया इस में उन मंत्री जी का थोड़ा बहुत सम्बन्ध था । अगर आप ऐतराज करते हैं तो मैं उन का नाम नहीं लूंगा लेकिन यह बात सब के सामने आ चुकी है कि किस तरह से मंत्री जी ने एक नाजायज काम किया था। यह ठीक है कि लोग उन के मुंह के सामने इस बात की चर्चा नहीं करते लेकिन पीछे आम चर्चा करते हैं कि किस तरीके से उन्होंने उस कमजोर व्यक्ति भटनागर को क्रश किया और किस तरीके से उसका लाइसेंस मंसूख कर के अपने बेटे टी० टी० एंड कम्पनी को वह इम्पोर्ट लाइसेंस दे दिया ।

अध्यक्ष महोदय : माननीय सदस्य फि वही कर रहे हैं ।

श्री बागड़ी : अच्छा मैं नाम नहीं लेता। अध्यक्ष महोदय, मैं आप की खिदमत में यह अर्ज कर रहा था कि आज किस तरीके से कारों की कीमतों में लूट हो रही है और सरकार इस लूट और चल रहे ब्लैक के लिए कुछ कर नहीं पाती है क्योंकि सरकार के बजीर लोग और अन्य कर्मचारी खुद ऐसे काम करते हैं। चूंकि व उद्योगपतियों से दबे रहते हैं इसलिए सरकार 5 या 6 हजार की लागत की सस्ती कारें बनाने के लिए कारखाना नहीं लगाती है क्योंकि इस से उन के मुनाफे पर चोट पहुंचती है । अगर सरकार सस्ती कारों का निर्माण करे और पांच, छै हजार की कारें वह तैयार कर के मिडिल क्लास के दरमियाने तबके के आदमियों को सुलभ करे तो जहां आज चल रही भारी लूट और ब्लैक जो कि कारों के सिलसिले में चल रहा है वह मिटेगा वहां इस से सरकार की स्वयं अपने सैक्टर में भी फिजूल खर्ची मिटेगी । सरकार के वह अफसरान और

अन्य टैकनिकल और वैज्ञानिक लोग जिनको कि अपने काम के सिलसिले में इधर, उधर दौड़ भाग करनी पड़ती है और शासन को उन्हें कार की सुविधा उपलब्ध करानी होती है अगर इस तरह की सस्ती कारों का सरकार निर्माण कर ले तो उसके खर्च में भी भारी कमी हो जायेगी । जाहिर है कि अगर सरकार कोई इस तरह की पांच या छै हजार तक की सस्ती कार बना कर रख दे तो फिर वह एम्बैसेडर और फियट को लेकर जो ब्लैक चलता है, वह खत्म हो जाएगा लेकिन चूंकि सरकार के उन उद्योगपति मित्रों का इस से धंधा बन्द हो जायेगा और उन के मुनाफे पर चोट लगेगी इसलिए वह काम शुरू नहीं किया जाता है ।

मैं आपकी खिदमत में अर्ज कर रहा था कि सरकार को इस के लिए कदम उठाना पड़ेगा । आज अपने देश के अन्दर आठ हजार में से एक आदमी के पास कार है । इस से ज्यादा के पास कार नहीं है । सरकार सस्ती कारें बनाने के लिए कारखाना बनाये जिस से कि आम लोगों को पांच, छै हजार के अन्दर कार मिल सके । इस से दो फायदे होंगे । एक तो यह कि आज केवल कुछ उद्योगपतियों द्वारा ही जो सारा मुनाफा कमाया जाता है और जिनकी कि स्वाहिश हिन्दुस्तान के उद्योगों को बढ़ाने की और फैलाने की न हो कर सिर्फ जो अपना मुनाफा ही बढ़ाना चाहते हैं, उनका मुनाफा इस काम के करने से कम होगा और उद्योग इस देश के अन्दर ज्यादा फैलेंगे । दूसरा फायदा इसका यह होगा कि इससे काला बाजार कम होगा और इस देश के अन्दर नैतिकता बढ़ेगी । इस के अलावा इस देश के अन्दर जो टैक्सों की चोरी होती है, कारों के और अन्य कारखानेदारों को चूंकि कुछ सामान काफी महंगा खरीदना पड़ता है और उसके बाद उनके द्वारा टैक्सों की चोरी होती है और फौरन एक्सचेंज के मामले में काफी एक गड़बड़ होती है अगर सरकार मुकाबले के अन्दर कारखाने खोल कर सस्ती जनता कारें बनाने का काम शुरू कर दे तो जहां मिडिल क्लास को हम सस्ती कारें दे सकेंगे वहां यह ब्लैक और टैक्सों की चोरी भी बहुत हद तक बन्द हो सकती है । वैसे भूखी जनता को जब अपना पेट भरने के लिए रोटी मयस्सर न हो तो कार का सवाल तो उस के लिए उठता ही कहां है ?

एक माननीय सदस्य : आप जनता में आते हैं या मिडिल क्लास में आते हैं ?

श्री बागड़ी : वह तो उधर उन की तरफ ध्यान आ जाता है इसलिए यह कार की बात कही ।

अध्यक्ष महोदय : बागड़ी जी मुझे छोड़ कर उधर क्यों चले गये ?

श्री बागड़ी : अध्यक्ष महोदय, मैं क्या करूं ? वह मेरी तरफ आ गये ।

अध्यक्ष महोदय : फिर भी आप मेरी ही तरफ रहिये ।

श्री बागड़ी : खैर, मैं आप की खिदमत में अर्ज कर रहा था कि इस बुनियाद को हमें बदलना पड़ेगा और यह देखना होगा कि लागत मूल्य से ड्योढ़ा दाम किसी भी चीज पर न हो । जब तक सरकार बड़े-बड़े मुनाफा खोरों, पूंजीपतियों और उद्योगपतियों पर रोक नहीं लगायेगी, अंकुश नहीं लगायेगी तब तक इस देश में औद्योगीकरण नहीं हो सकेगा और देश में छोटे, छोटे उद्योग विकसित नहीं हो सकेंगे । वह तभी हो सकेगा जब सरकार स्वयं अपने ऊपर भी नियंत्रण लगाये । वह यह न करे कि 17000 की एम्बैसेडर की कीमत में सरकार 5000 ले ले, फीऐट जिसकी कि कीमत 14000 हो उस के अन्दर साढ़े 4500 रुपया सरकार का टैक्स चला जाय । जो सरकार इतने लुटेरे किस्म के टैक्स उनसे वसूल कर रही हो वह मुनाफाखोरों को कैसे

[श्री बागड़ी]

रोक सकती है ? सरकार और इन बड़े बड़े चंद उद्योगपतियों द्वारा दुहरी लूट चल रही है । एक तरफ तो ये उद्योगपति 20–25 फीसदी मुनाफा खाते हैं दूसरी तरफ सरकार इनसे 30 सैंकड़ा टैक्स वसूल करती है । दूसरी तरफ कालेबाजार वाले 33 प्रतिशत तक को ब्लैकमार्केटिंग कर रहे हैं । इसलिए यह एम्बेसेडर और फीएट कारों के मामले में जो चोरबाजारी और लूट चल रही है उसे सरकार को तत्काल रोकना चाहिए और वह सरकार द्वारा स्वयं सस्ती कारों का निर्माण कार्य आरम्भ करके ही हो सकेगा । इस के अलावा मैं सरकार को एक यह भी सुझाव दूंगा कि कम से कम अपने इस सदन की पवित्रता को कायम रखने के लिए यह जरूरी है कि जिन लोगों ने गाड़ियां खरीदी हैं या बेची हैं, दो दो और चार, चार और पांच, पांच हजार के ब्लैक के अन्दर बेची हैं, स्कटर्स को बेच कर 1000 हजार और डेढ़ डेढ़ हजार रुपया तक ब्लैक में कमाया है, सरकार को उन्हें उन पर रोक लगानी चाहिए । सरकार को यह पता लग ही सकता है कि कहां से वे लाये, किस के हाथ बेची और अब वह चीज कहां चली गई । अगर इस तरह का सरकार एक आदर्श उपस्थित करे तो जनता पर इसका बड़ा अच्छा प्रभाव पड़ेगा और देश में जो ब्लैक और स्मगलिंग चलती है वह मिट सकती है ।

इस के साथ ही साथ मैं यह अर्ज करूंगा कि इस मोनोपोली को तोड़ने के लिए आज जो बिड़ला बन्धुओं की मोनोपोली है, जब तक यह मोनोपोली नहीं टूटेगी तब तक देश के उद्योग का काम ठीक से नहीं चल पायेगा । हर जगह इन की मोनोपोली है, इनके द्वारा काफी विदेशी मुद्रा की भी गड़बड़ होती है और अगर सरकार उनको पकड़ना चाहे तो कोई बचने वाला नहीं है । वे कोई भी दुष्कर्म क्यों न करें सरकार द्वारा उन पर कोई रोक नहीं लगाई जाती है ।

अन्त में मैं फिर एक बार आप की मार्फत मंत्री महोदय से निवेदन करूंगा कि सस्ते दामों की कारें मुहैय्या करने के लिए वे और उन की सरकार जल्दी से जल्दी उपयुक्त कदम उठायें ।

Shri P. K. Deo (Kalahandi): Mr. Speaker, Sir, for the last seven years our ears have been jarred by the sermon of the Government that they are giving their due consideration to the manufacture of a people's car or a small-priced car. The last we heard from the Government was on the 27th November, 1964 when in reply to a question the Government stated that the main possibility of achieving substantial economy in production is to maximise the scale of production. We entirely agree with this. But what steps have been taken in this regard? Government have suggested that the various car-manufacturing units are to be integrated, or in the alternative one of the three has to be expanded, so that the production capacity may be increased and ultimately there will be a price reduction.

At the same time the Government have said that the reply from the various manufacturing concerns is not encouraging; they are not prepared either to integrate themselves or to reduce the price, and at best they can reduce it by Rs. 750 if the capacity is stepped up to fifty thousand.

Further, they have stated that they are going to investigate the rise in the high price.

I beg to submit that the Government cannot fool all the people for all the time. They have been hoodwinking the people by this statement that they have been looking into the price structure and that fresh negotiations are taking place, and at this delicate moment they are not in a position to spell out what they are doing with indigenous and foreign manufacturers.

Sir, the country has been tired of this talk. It is an admitted fact that there is a shortage of cars; and, as pointed out by the previous speaker, it is a regular racket in the market. We all know the long waiting list in the car shops, and we all know how priorities are sold at five thousand rupees.

Whereas every third man in the United States possesses a car and every fifth man in Australia possesses a car, in this country eight thousand people possess one car. And that too is the privilege only of very few persons.

Even though people are prepared to pay for the car, they cannot get it because there has been a shortage, and all the controls have been there just to help a few individuals. Though there has been control of production, price and distribution, the racket is there, and we all know it, and the Government knows it, because the demand for vehicles is more than the supply.

We know how much profit the STC has been making over the sale of cars. In reply to a question, the hon. Minister stated that a second-hand Chevrolet car is being sold by the State Trading Corporation, the public sector, for Rs. 80,000. Just imagine, Sir, these are the persons who are responsible for reducing the purchasing power of our rupee.

No attempt has been made so far to increase the supply, even though the Jha Committee has made a specific recommendation that things would improve if the controls go and if competitive conditions prevail. But I am afraid nothing has been done in that regard.

Even though the Jha Committee in 1960 made the recommendation that Fiat cars should be sold at Rs. 9,282, Standard at Rs. 9,500 and Hindustan at Rs. 11,000, in the market today, on the road, they cost, Rs. 14,000 for Fiat, Rs. 14,600 for Standard and nearly Rs. 17,000 for Hindustan. We know what the Hindustan car is. In the first week it starts rattling and it has absolutely no re-sale value. (*An Hon. Member*: Junk). Are we supposed to pay for this car such a huge amount? These are mere junk. Should the Government be a silent spectator to this?

I beg to submit that if the Government are really sincere about it, they should go in for the production of a cheap car. In this regard the Pande Committee has submitted a report, though it never saw the light of day. We do not know what happened. But we learn that they have made a specific recommendation by adopting which we could easily have a car for five thousand rupees.

In this connection I would like to draw the attention of the Government to their Resolution of 6th September, 1960. In that Resolution Government has stated that in case the Expert Committee consider a low-cost car feasible in the price range indicated, the project will be taken up in the public sector. The Expert Committee found it feasible and made their recommendation, but the Government backed out. I would like to know why the public sector backed out. If they are not prepared to deliver the goods they should leave it to other people who can manage the show and deliver the car. And they are prepared to produce the same car.

Dr. M. S. Aney (Nagpur): In that case the public sector will have to go.

Shri P. K. Deo: I will say, let them produce. But why did they back out? If there was any foreign-exchange difficulty, Messrs. Renault of France offered to solve this difficulty in a very big way. The Renault-Dauphin, which is a four-seater car, has been tested by the Defence Ministry in Ahmednagar and it has been proved to be satisfactory, economical and suitable for Indian conditions. And it would be 600 lbs. lighter than our Fiat car. That means less consumption of steel. This Renault-Dauphin would be weighing

[Shri P. K. Deo]

11,00 lbs. while the Fiat weights 1,760 lbs. And the price would be Rs. 5,100, and production would be at the level of 50,000 cars. They further stated that the foreign-exchange requirement would be to the tune of Rs. 9.88 crores, of which only Rs. 4 crores was needed in the Third Plan period. They further assured that 11 per cent of the production would be available for export; they guaranteed an export of 11 per cent of the production of this Renault car. And they were prepared to give the credit for the foreign components for fifteen years, and the payment to start after five years.

In the Third Plan period we see that Rs. 20 crores of foreign exchange is being earmarked for the expansion of our existing car factories. If instead of this, this new project had been taken up we would have got a much cheaper car.

Further, the taxation policy of the Government is responsible for this high price which the poor car purchaser has to pay through his nose. So far as the Fiat car is concerned, a pamphlet circulated to us by the Fiat concern shows that 39.71 per cent (nearly 40 per cent) of the price is for the payment of the various taxes.

Shri Ranga: Plus sales-tax.

Shri P. K. Deo: If you compare the actual ex-factory price of this car with the actual price for the purchaser, you will see that it varies so much. The price of the car is very much, because the policy of our Government is wrong. In this regard I beg to submit that if this Renault manufacture had been taken up in right earnest, we would have by now earned a good deal of foreign exchange, and Government would have also gained in the shape of sales-tax and collected more taxes as a result of larger consumption of petrol, tyres, etc.

Lastly, I wish to say this. This country needs a cheap car, whether it is in the public sector or in the private sector. And unless and until that is done, I charge the Government of betraying the interests of the country and the people.

Shri Hanumanthaiya (Bangalore City): Sir, the hon. Member who opened the debate from the Socialist party, if he had read the report of Shri L. K. Jha, would have discussed it with a dispassionate outlook. Banning words like "looting", "black-marketing" and "robbing", all these won't be substitutes for any portion of the car or an answer for any of its parts.

13 hrs.

The real problem today in India is that the demand in India for cars is only of the order of about forty thousand. The international expert opinion is that unless we are able to manufacture about a lakh of cars in a single plant it won't work out economically, and the car would not be cheap. The real position today is that we are manufacturing about 23,000 cars whereas the demand is somewhere about 40,000 cars. Therefore, even if the whole demand is met, we shall not be able to have a plant of international standards with which we can manufacture a car, cheap and efficient. That is the inherent lacuna in the situation in India.

My hon. friend Shri P. K. Deo had made a great point in regard to Renault. Two or three weeks ago, I happened to read in the American magazine *Time* that acres of this Renault car are lying unsold in France....

Shri Hari Vishnu Kamath (Hoshangabad): Acres of cars?

Shri Hanumanthaiya: They are parked in acres. Thousands of cars are parked in acres of land; they remain unsold because they are not competitive enough in price and equipment with other European productions.

Shri Hari Vishnu Kamath: Were they new cars or junk?

Shri Hanumanthaiya: Therefore, we have to be very careful when we select the car for manufacture here.

The idea of manufacturing a cheap car for the common man is a contradiction in terms. If we take the *per capita* income in India, we find that it is so low, and, therefore, a car is a luxury, because very few people can afford it.

Shri Kapur Singh (Ludhiana): Because it is so expensive. Even foodgrains have become a luxury now.

Shri Hanumanthaiya: Even if the price of the car is Rs. 10,000 instead of Rs. 17,000, as my hon. friend knows, one has to spend about Rs. 300 to 400 a month on the maintenance of the car. Unless a person's income is about Rs. 2000 p.m., in these days of inflation, he will not be able to maintain a car. It is not as though if a car is purchased at Rs. 10,000, it can be run on water and air.

Shri Hari Vishnu Kamath: Who is responsible for this inflation?

Shri Hanumanthaiya: The maintenance of the car must also be taken into consideration before you sponsor the idea of a cheap car for a middle class man or a common man. As things stand today, as our economic progress stands today, a car can be purchased and used by only that set of people whose income is in the higher strata.

Apart from that, the real mistake committed in India was to have made three or four sets of people to produce the car. Even if we had combined all these into one plant and produced cars, our demand would have been somewhere about half a lakh, whereas a plant for one lakh cars is required in order to make it efficient and economical. But it is not the monopoly now....

Shri Ranga: It is a monopoly. What else is it?

Shri Harish Chandra Mathur (Jalore): We are glad to hear this from Shri Ranga.

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): It is not one million, but it is one lakh.

Shri Hanumanthaiya: 'Monopoly' is, not the right term to use, because there are three of them. If one firm had been entrusted with the production, then I could have understood the use of the word 'monopoly'. When there are three or four firms in the market in a competitive spirit....

Shri Harish Chandra Mathur: Where is the competition?

Shri Hanumanthaiya: Sir, you have to extend time to me because so many questions are being asked.

Mr. Speaker: There will be no extension at all.

Shri Hanumanthaiya: But how am I to answer these questions?

Mr. Speaker: If he continues to address me, he would not mind what comes from the other Members. He might just close his two ears and turn his eyes towards me and speak.

Shri Daji: The Minister will answer, I suppose.

Mr. Speaker: Other Members also will answer.

Shri Hanumanthaiya: The real mistake was done when we allowed three or four manufacturers to be in the field. That was the inherent mistake committed in India. It is not my opinion alone, but it is the opinion of the Jha Committee also which consisted of eminent men in the field who knew something about it. Anybody who wants to apply his mind seriously to this problem has to study this report. Even though this report is about four years old, still in many important respects, it is as modern as it could be.

[Shri Hanumanthaiya]

13.35 hrs.

[SHRI KHADILKAR *in the Chair*]

I would, therefore, request Government not to commit the mistake of multiplying the manufacturers in India thereby allowing the units to become smaller and smaller and consequently more and more uneconomic. In that case the cost of production will go high.

I am not concerned today with blaming any particular sector, whether it was the Government or the car manufacturers or the producers of ancillary parts. In fact, it is the manufacturers of the ancillary parts who are to blame most. They have not maintained the standards, and the quality of their products is very bad. The protection given to them by Government is being misused. If there were a machinery to control the quality of these ancillary parts, probably we would have had better cars.

I agree with non. Members that the present type of cars which we are having, whether it be Fiat or Ambassador or Standard, is at least 20 years old in design and equipment. We are supposed to have planned for what is called modern progress. If planning means anything, and if we have to judge our planning performance sector-wise, then these cars that are going on the street will show that our planning has got many failures to its credit.

Shri Hari Vishnu Kamath: To its debit.

Shri Hanumanthaiya: The cars that are running on the street now are a disgrace to the modern mind. These cars have to be made better and more efficient. They must at least look as good as any other cars made in the West.

Here is a case where it is not the manufacturer alone that could be held responsible, much as I would like it because they say that the foreign exchange policy of Government, and the restrictions and other things that Government impose etc. come in the way of their manufacturing a better and cheaper car. But Government say that the manufacturers have not been playing fair. So far as the consumers are concerned, as Shri Bagri has said, they are blaming both the Government and the manufacturers. I am not interested in blaming anybody today. We have to evolve a policy today in consultation with all the interests concerned; the consumers, the Government and the manufacturers; they must summon their very best and see that a car is manufactured which gets not only approval but approbation from the consumers in India. The present cars, as long as they run on the road, are a running disgrace to the efficiency and the acumen not only of the manufacturers but of the Government. All the three manufacturers have to be summoned, and Government must sit with them and they must cut fresh ground and see whether their patriotism and their sense of modernism would be able to manufacture a better and a cheaper car. It is not a question of apportioning blame at all. Often what we do is that we remain content with blaming one or other of the car manufacturers, and the result is that the *status quo* continues in regard to the production as well as quality of the car. What this House or this country is interested in seeing is that a good car should be on the road. It is the unanimous opinion not only of this House but of everyone who uses a car or who sees a car also, that the cars on the road today, manufactured in India, are a disgrace to our nation.

Shri Bhagwat Jha Azad (Bhagalpur): Mr. Chairman, what we are discussing today is a classic example of vacillation and bad planning on the part of Government in relation to this sector. Government know very

well that there is a demand for a small or cheap car and that is proved by seeing the waiting list of those wanting a car. A man has to wait for 3-4 years to get a car. Government also know that the automobile manufacturers have failed to produce a car at reasonable price. I am not an expert in this field who can say that the price could be brought down to a particular extent, but there are experts who have opined to what extent the price could be reduced. Therefore, Government should have taken note of this, now that the automobile manufacturers have failed to produce a car at a reasonable price.

It is also known that these manufacturers have good profits, if not abnormal profits. There is scope for reduction in price but it is not being done because they are manipulating it to their own advantage for their own big profits. Today it is essential for Government to have effective, even stringent, control. Because the manufacturers have failed to bring down the price, they should be asked to adopt the policy of merger. Shri Subramaniam said that they gave a chance to the manufacturers to come together and find out a solution whereby they could co-operate, merge and produce a car at a reduced price. The Minister said the other day that the response to this was not encouraging. Then we asked the Minister how long he was going to wait. We are sorry that on such occasions when we are agitated and express our views strongly and with emphasis, it is not realised that it is not a personal criticism but criticism of Government's policy. The Minister himself said that they have failed to bring down the price and they have not agreed to co-operative merger. Now I do not know at what stage we are.

In view of the fact that these units have proved that they are uneconomic, inefficient and incompetent, a strong case has been built up for Government to act. It is Government's own argument that it is essential that these units should be forced to accept co-operative merger and there should be enforced quality and price control.

Shri P. K. Deo of the Swatantra Party himself referred to the Ambassador car as the 'wretched Ambassador'. I am quoting him; otherwise, if I were to use this expression myself, I would be dubbed a fellow traveller. But this has come from the Swatantra Party, the big supporter of that firm's policy. He said that the wretched Ambassador is a standing disgrace and shame to this country in the name of producing a car. We all support that contention. At least in this respect, the extreme right and the extreme left agree. (*Interruption*). Shri Patel may not agree because he goes walking. But then there is no doubt about this car being the 'wretched Ambassador'.

Shri Kapur Singh: What justification is there for the hon. Member to say that my party is the biggest supporter of a particular firm? What have we got to do with that firm?

Mr. Chairman: He has not said that.

Shri Kapur Singh: He has.

Shri Bhagwat Jha Azad: The justification is that the Congress party does not behave that way. We said once about them and they have nothing else to say except that we are also like that. That is the only justification.

Apart from this, what they are doing, what the Swatantra Party is doing, is absolutely medieval or even worse; their policies are antiquated, old and medieval at least in the economic sphere; I do not know about other fields.

I now close the first part of my speech with this observation that the Government should make the three manufacturers adopt a policy of co-operative merger, conversion into an economic unit and production of a car whose price and quality are controlled.

[Shri Bhagwat Jha Azad]

Now I come to the next part—about a people's car. Unfortunately, the facts are not known to everybody. But there are some about which our friends of the Swatantra Party gave some indication, excepting one or two mistakes, which might be used by the Minister against us. Messrs. Renaul gave a very nice idea to Government to start a people's car project in the public sector. They said they are prepared to produce such a car in the public sector at a cheap price; incidentally—this would also solve the foreign exchange problem in a big way—they said that they also agree to guarantee 11 per cent export. This is what my hon. friend of the Swatantra Party said. In this, he was slightly wrong, because I have got an extract of the letter of the company in which they agreed that they were prepared to take a part of the manufacture for foreign export.

The Pande Committee was appointed to go into the report of the Jha Committee. In spite of the pressure exercised on them, the Pande Committee said that it is feasible to have a people's car in the public sector, keeping in view the economic and other conditions. I would like to ask Government why the Pande Committee report has not seen the light of day. Let them produce that report before us. I have read some chapters of it; somebody gave them to me and I read them. Is it not a fact that the Pande Committee report, which was submitted on 29 May 1961, said that a people's car in the public sector is a feasible proposition? Is it not a fact that this report was considered by the Secretaries. Government could say that they were not agreed on that, but is it not a fact that tacit approval was given by the Secretaries. Government say that the Secretaries did not agree. But they did not disagree also. Government say that they postponed consideration of the matter. But so far as we know, all the Secretaries, including the Finance Secretary, tacitly gave their approval to the feasibility of the proposition. Then the Planning Commission discussed the matter on 25-9-1961. Shri T. N. Singh was then possibly there. I know what he feels about the public sector and what battles he had to fight in the Commission to uphold that sector, against the pressures of the private sector. I now call upon the Minister to have courage and shake off these pressures, reopen the entire issue and see that the great injustice that has been done is rectified and have this project in the public sector and see that there may not be more 'Birlas' to kill this industry in the public sector.

I want to know if the Pande Committee's report was considered by the Secretaries on 29-7-1961 and if it was not discussed in the Planning Commission on 25-9-1961. Is it not a fact that the matter has been examined from all angles, including the foreign exchange angle? If the difficulties regarding foreign exchange were very great, how is it that when the Pande Committee was appointed to examine it, Government issued a statement, on 6 September 1960, that if a small car project was feasible it would be taken up. Was the foreign exchange position much better then than it was afterwards? When this expert committee went into this question, when the Government themselves announced that if a small car project was feasible they would take it up, was the foreign exchange position much better than it was afterwards? Under the pressure of these three people, these three big magnates who are producing cars in this country, the three musketeers in the automobile sector, the big friends have dropped this proposal.

Why did they drop this? The officers and the politicians have nothing to worry about a small car. I know that the late Prime Minister, Shri Jawaharlal Nehru wrote to the Chief Ministers pointing out that the use of staff cars had increased. These

gentlemen have nothing to do except to use the staff car, and they do not have to worry very much about their own car. Therefore, the people's car will never see the light of day, unless each of them is forced to have his own car, and understand where the shoe pinches.

So, I would say that this people's car which was offered by the French team to India, who said that they were prepared to produce the car within 21 months of the land being given, to sell the car within 24 months of the official starting, to guarantee a good percentage of the production for exports, and to make foreign exchange available on a barter system by purchasing goods from India, should have been allowed to come. That not having been done, these three people must be forced to have a co-operative merger; and, Government should itself come forward with a small car project and see that it is sold at a reasonable price.

Mr. Chairman: Dr. Lohia. May I request him to conclude his remarks in nine minutes?

डा० राम मनोहर लोहिया (फर्रुखाबाद): मैं इससे भी कम वक्त में खत्म कर दूंगा।

सभापति महोदय, अब एक ऐसे आदमी की दृष्टि की सुनिए कि जो चाहता है कि उसके गाड़ी हो और उसके सभी देशवासियों के पास हो, लेकिन जिस के गाड़ी नहीं है और जो जानता है कि उसकी जिन्दगी में उसके कभी होगी भी नहीं। तो ऐसे आदमी की दृष्टि से एक बात बिल्कुल साफ है कि आज जब अमरीका में दो तीन आदमियों पर एक गाड़ी है, यूरोप में पांच दस पर एक गाड़ी है, हमारे देश में कहा गया कि आठ हजार पर एक गाड़ी है। लेकिन यह मेरी समझ में नहीं आया, मेरे खयाल में इस देश में हजार या दो हजार पर एक गाड़ी होगी और उन्होंने जो बताया है वह शायद वार्षिक उत्पादन के बारे में बताया है। लेकिन वहां तो मैं सब गाड़ियों की चर्चा करना चाहता हूं।

श्री हिमम्तसिंहका (गोंडा): बैलगाड़ी।

डा० राम मनोहर लोहिया: मैं प्रभुदयाल जी से पूछता हूं कि कलकत्ते में कितनी गाड़ियां हैं। वहां आठ हजार में एक हो सकती है लेकिन देश में नहीं। आठ हजार के हिसाब से कितनी संख्या आती है? आप लोग इतनी गलती करके फैसला करने बैठ जाते हैं और सारी बहस को बिगाड़ देते हैं। हां कलकत्ते में आठ हजार में एक गाड़ी निकल जायेगी।

खैर, तो ऐसी स्थिति में हमें सब से पहले वह देख लेना है कि यह गाड़ी वाला सवाल सिर्फ हजार या दो हजार में से एक का है, और हम चाहे जितनी यहां पर जनता की गाड़ी की चर्चा करें, लेकिन वह कभी भी योजना के आधार पर पांच सौ में एक या हजार में एक से ज्यादा आगे बढ़ने वाला नहीं है। जिस तरह से कि योजना अब तक चल रही है उसको देखते हुए। लेकिन फिर भी इस छोटे दायरे में जिस में बहस चल रही है, वह जनता का दायरा नहीं है। वह खाली रहता है पांच सौ में से एक का दायरा।

इसमें मुझे पहली बात यह कहनी है कि जैसे और वस्तुओं में वैसे ही इसमें भी, कर और मुनाफे का अंश लागत से कुछ ज्यादा ही पड़ जाया करता है। 25 या 30 या 35 प्रति शत सरकार कर के रूप में ले लेती है और 20 या 25 प्रति शत मुनाफे का अंश हो जाता है। तो मैं चाहता हूं कि हमारा ध्यान इस बात पर जाये कि जो कुछ हम खरीदते हैं उसमें लागत का अंश मुश्किल से 40 प्रति शत पड़ता है और 60 प्रति शत ऊपर वाला चला जाता है।

[डा० राम मनोहर लोहिया]

और चीजें मैं छोड़े देता हूं कि किस तरह से चोर बाजारी वगैरह चलती है गाड़ी को ले कर के, लेकिन उससे कुछ नतीजे निकालना जरूरी होगा ।

चोरबाजारी की बात करते हुए मैं कहना चाहता हूं कि एक तरफ तो जो यहां गाड़ी बनाने वाले लोग हैं वह चोर-बाजारी कर रहे हैं, वह या उनके व्यापारी, और सरकार खुद विदेशी गाड़ियों में बहुत जबरदस्त चोरबाजारी कर रही है । सरकार को इस्तेमाल की हुई गाड़ी का खरीदने के दाम से ज्यादा बचने का क्या हक रह जाता है ? सरकार किसी विदेशी से 15 हजार में गाड़ी खरीदती है, दो तीन बरस के बाद इस्तेमाल की हुई उस गाड़ी को 70–80 हजार तक में बच देती है । शायद दुनिया के किसी और देश में ऐसा नहीं हो सकता कि इस्तेमाल की हुई गाड़ी को उसके खरीद के दाम से ज्यादा पर बेचा जा सके ।

जब यह चोरबाजारी इस योजना के अन्दर चलायी जा रही है, तो हमें उसके ऊपर कुछ सोचना पड़ेगा कि आखिर में यह सारी योजना जो 15 साल से चलायी जा रही है किस आधार की है । मुझे ऐसा लगता है कि इस योजना को इस तरह बनाया गया है कि केन्द्र में सारी मलाई इकट्ठी हो जाए और बाकी किनारे से सब चीजें खत्म होते होते केन्द्र में जा कर जम जाएं । तो यह योजना हजार में एक या दो हजार में एक के लिए है । और इसका नतीजा यह होता है कि जनता को इस योजना का कुछ फायदा मिल नहीं पाता ।

इस सिलसिले में जहां गाड़ी की चर्चा हो रही है, मैं दृष्टान्त नहीं देना चाहता, लेकिन मेरी जेब में एक चिट्ठी है ऐसे लोगों की जो बिना खाए मरे । उनके नाम मेरे पास हैं, कहें तो उनके नाम पढ़ कर सुनाऊं । यह है योजना और फिर दूसरी तरफ यह कैसे सम्भव हो सकता है कि वे लोग जो अपने को समाजवादी कहते हैं, क्रान्तिकारी कहते हैं, वह यहां जनता की गाड़ी के नाम पर वह अंग्रेजी शब्द को दुहराते हैं और वाक्सवैगन का नाम लेते हैं—इस हजार में से एक की चर्चा को इतना ज्यादा चलाते हैं कि योजना के आधार को बदल देते हैं । यह योजना कहीं सड़ गई है । कहीं इसका मामला बिगड़ा हुआ है । उसको पकड़ना चाहिये । यों उस सड़ी हुई योजना के भीतर रह कर आप गाड़ी का मामला देखें तो बिल्कुल साफ बात है कि जो पूंजी हमारे यहां लगी हुई है उसका पूरा इस्तेमाल नहीं हो पाता है । मैं समझता हूं कि यह एक बड़ा कारण है गाड़ियों के ऊंचे दाम होने का । लोग कारखाने में काफी पूंजी लगा देते हैं और सोचते हैं कि हम काफी गाड़ियां बना पाएंगे । लेकिन वे उतनी गाड़ियां पैदा नहीं कर पा रहे, और कारखाने कायम हो गये हैं । और यह बात सिर्फ गाड़ी के बारे में ही नहीं है । मैं समझता हूं कि हिन्दुस्तान में सभी उद्योग धन्धों में पूंजी ज्यादा लगी हुई है और उसका इस्तेमाल कम हो रहा है । इस प्रश्न की तरफ ध्यान दिया जाना चाहिये । और इसी लिए सदस्यों ने यहां बहुत कुछ कहा है ।

मुझे शर्म लगती है जनता की गाड़ी बनाने की बात कहते हुए । लेकिन अगर आप यह पाप कर ही रहे हैं तो मैं कहूंगा—हालांकि मेरे दिमाग में सदेह है इस वक्त, क्योंकि एक विरधी होने के कारण मेरे लिए यह सम्भव नहीं है कि दो तीन विकल्प सामने होते हुए निश्चित रूप से किसी एक के बारे में राय दे दूं । हां अगर सरकार के सारे कागज मुझे मिल जाएं तो मैं सलाह दे सकता हूं कि उनको क्या करना चाहिये, लेकिन उनको मेरी सलाह की जरूरत नहीं है । लेकिन यकायक मेरे दिमाग में यह

ात आती है कि ये गाड़ियां बनाना बिल्कुल न्द हो जाना चाहिये, और जो विदेशी लोग यहां आते हैं जब वे यहां से जाने लगें तो अपनी गाड़ियां वापस ले जाएं उनको यहां बेच ह न पाएं । मेरी सिफारिश है कि 15–20 बरस तक ये चार पांच सवारी की गाड़ियां बनाना बन्द कर दिया जाए । मैं यह नहीं कहता कि मोटर गाड़ी बनाने के कारखाने बन्द कर दिये जाएं ।

हमारे प्रभुदयाल जी ने कहा कि बैल गाड़ी बनायी जाएं । अगर ऐसा होता तो बहुत अच्छा होता उनकी जिन्दगी के लिए और मेरी जिन्दगी के लिए भी । लेकिन अभी चर्चा उसकी नहीं है । मैं चाहता हूं कि आप बसें बनाएं, ट्रकें बनाएं और कुछ हद तक टैक्सियां बनाएं । मेरी यह सिफारिश 15–20 बरस के लिए है ।

जब मैं देखता हूं कि एक एक घंटे दो दो घंटे हजारों सैकड़ों लोग खड़े हैं अपनी बस को पकड़ने के लिए तो मुझे शर्म आती है अपने ऊपर, इस लोक सभा के ऊपर और इस सरकार के ऊपर । मैं सोचने लगता हूं कि आखिर यह सब क्या हो रहा है । तो सबसे पहली बात मैं यह कता हूं कि इन विकल्पों में से किसी को मोचना चाहिये । पूंजी वगैरह के इस्तेमाल की बात तो मैंने कह दी । लेकिन मैं यह फिर कहना चाहता हूं कि कर और मुनाफे को किसी तरीके से कम करवाइए वरना इस गाड़ी के दल दल में आप चाणक्यपुरी के शिखर खड़े करते रहेंगे । लोगों की भुखमरी के ऊपर, मोटर गाड़ी की चर्चा को चलाएंगे । और आप कहेंगे जनता की गाड़ी । और भागवत झा आजाद जैसे आदमी भी जनता की गाड़ी का जिक्र कर देते हैं इस गलतफहमी में गो कि वह वाम-पन्थी है ।

बस मुझे इतना ही कहना था ।

Shri Harish Chandra Mathur: Mr. Chairman, the last speaker, Dr. Lohia has at least been consistent in his approach. I do not know how the Government would be able to reconcile its present policy of having private cars as they are having them today and not acceding to the request for a cheaper car because if we are having the cars and if it is for a particular class then certainly there is a very strong case which is so obvious and which could be made out according to certain philosophy to which the Government subscribes. If we are not to make any cars, I fully support what Dr. Lohia said; it was done in SSR for some time and they were having only public transport, buses or taxis. If that is so, nobody would have any grievance.

But let us examine the proposal that is now before us the project for a small car and cheap car. I think the Government owes an explanation to this House and to the country on this particular use. Information doled out in reply to question in this House time to time has satisfied nobody in this House and therefore there is the discussion on this question today, marked urgent.

I would like to remind the House of the history of this project. Our present Prime Minister, Mr. Lal Bahadur Shastri, when he was the Minister of Commerce and Industry first made a statement on this subject on 3-6-1959. In a Press Conference at Srinagar he is reported to have said that it was his hope that a 99 per cent Indian-manufactured car would be in the market in the near future. I would like to remind him now of that statement. What has happened since 1959 to this day? I want to know whether he stands by that statement or he has some satisfactory explanation to offer to this House. Thereafter, a committee was appointed, as was very rightly pointed out by my friend Mr. Azad, The Pandey Committee was a committee of experts. That report has not seen the light of the day but I understand with only one dissenting note from one member, Mr. Gupta, the committee confirmed the feasibility of a janta car to which my friend has legi-

[Shri Harish Chandra Mathur]

timately objected—a cheap car at a lower cost of Rs. 5000-6500. That committee had gone into further details and indicated where the factory should be located. I do not know what has happened to that report.

Then again Mr. Manubhai gave a definite, clear and categorical assurance to this House that the project will not be given up and he tried to dispel the apprehensions of those people in the private sector that it would not affect their present production programme. I do not know what explanation Government has in this matter. If it was their philosophy or a major policy decision. I would agree with my friend Dr. Lohia. If you say: well, it is not important only a few people are concerned. It is not the problem of foreign exchange as even now you are spending Rs. 20 crores. But you are not having a competitive market as my esteemed friend Mr. Hanumanthaiya said; he always takes a realistic view. I do not know how he was carried away; he was contradicted by Mr. Ranga who always supports the private sector, by saying that there are three monopolies. Where is the competition today? The entire industry in this country has a completely protected market. It is the common man who has to pay through his nose. There is a protected market and the entire benefit goes to a few industrialists and therefore there is the Monopoly Commission. That is the justification for it.

I think, Mr. Chairman, my hon. friend Mr. Azad has very clearly indicated that it was not the question of foreign exchange. There is a reasonable apprehension and suspicion in the minds of the people that it is the vested interests that are responsible for sabotaging this project in the public sector and it is up to the Government, for the honour of the Government and of the Congress Party, to give a clear explanation on this subject and to assure the House that they have not succumbed to these vested interests and are not prepared to succumb to those interests and that they have the people's interest in their mind. I do not mind if you did not have a project. But I do not want my Government and my Party to be accused of such an attitude in this matter.

The other day, I put a question to my friend Mr. Subramaniam who was then making a futile exercise according to me, to bring together all these three and to have a common production programme. I asked him a question; if the House will remember it was: Have you yourself examined the technical feasibility of such an idea? He said that he had not done it. Then I said: If you did not even examine the technical feasibility of it what is the sense in putting it up to the automobile industry? To my mind it is only dilly-dallaying and marking time and nothing else. Let us be clear in our minds. Nothing like this can bring all the three companies together for a common production programme. That is not possible. That is not feasible. If it is not feasible, I would like the hon. Minister to explain to this House what is the use of putting it up to the private industry and taking the time of the House and shutting our mouth for a shortwhile. There is one suggestion which I want to give. There is the foreign exchange that is being spent.

Mr. Chairman: The hon. Member's time is up.

Shri Harish Chandra Mathur: I will finish in two minutes if that is possible. Otherwise, I will wind up. The only feasible thing to my mind is this. I think we can still have offers which will not require foreign exchange, even if our foreign exchange position is as it continues to be. Now that we are having so many schemes and also exporting our steel products, I have no reason why we should not be able to earn out of our exports; we must create a market for our exports and that must be attended to. If nothing else can be done, I wish that we take over one of the most modern and best of the private sector projects; take it

over in the public sector and expand it and have a proper plan.

I am not going very much to the left. This is nothing of any socialist idea. I do not know how an impression has gathered in this country that we have taken very revolutionary socialist steps. Even a country like France has nationalised a large number of industries, and Reynolds, which was mentioned here, is one of those automobile industries which the Government of France had nationalised and keeps it in the public sector. I think you should certainly take it over, and with very little investment, we would be able to give to this country what has been a demand for a long time, and it would be only responding to the wishes of this House and to the wishes of the people in this country.

Mr. Chairman: Shri Rameshwar Tantia. May I request hon. Members that they should try to conclude their remarks in five minutes so that I could accommodate more Members?

Shri Rameshwar Tantia (Sikar): How can I finish in five minutes? You have given everybody ten minutes, and why is there this discrimination in my case only?

Shri S. M. Banerjee: (Kanpur): May I submit that at least those who have tabled this motion should be given 10 minutes each?

श्री रामेश्वर टांटिया : सभापति महोदय, इस समय सदन की उपस्थिति को देख कर यह पता चलता है कि छोटी गाड़ी में या गाड़ी में माननीय सदस्य बहुत इन्ट्रेस्टिड हैं ।

छः या सात बरस पहले सरकार ने इस सदन में कहा था कि हम छोटी गाड़ी बहुत जल्बी बनाने जा रहे हैं । उन्होंने यह भी कहा था कि हम लगभग छः हजार रुपये में गाड़ी देंगे । आज छः सात बरस हो गए, लेकिन अभी तक तो उस गाड़ी के सम्बन्ध में क्या तरक्की हुई है, यह भी पता नहीं है । परन्तु आज आसार ऐसे नजर आते हैं कि आने वाले छः वर्षों में तो वह गाड़ी नहीं बनने जा रही है । जैसा कि अभी कहा गया है, गाड़ी पर चार पांच हजार रूपये के टैक्स हैं, तो फिर समझ में नहीं आता कि सरकार छः हजार में गाड़ी कैसे दे सकेगी ।

अभी एक माननीय सदस्य ने इस बात का जिक्र किया है कि स्टेट ट्रेडिंग कार्पोरेशन जो पुरानी गाड़ियां बेचती है, वे सत्तर अस्सी हजार रुपये तक बेची जाती हैं, मंत्रियों को पहले यह अधिकार है कि अगर वे चाहें, तो वे उन में से कोई गाड़ी ले सकते हैं । जब तक मंत्रियों को बड़ी बड़ी गाड़ियां लेने की यह सुविधा रहेगी, तब तक छोटी गाड़ियां इस देश में नहीं बनने वाली हैं । (*Interruptions*) जैसा कि माननीय सदस्य श्री भागवत झा आजाद ने कहा है, अगर मंत्रियों के लिए यह तय हो जाये कि वे छोटी गाड़ियां ही ले सकें और स्टेट ट्रेडिंग कार्पोरेशन द्वारा बेची गई बड़ी गाड़ियां न ले सकें, तभी यहां पर छोटी गाड़ियां बन पायेंगी । (*Interruptions*)

अमरीका और दूसरे देशों की बात यहां पर कही गई है । उन देशों में प्रति तीन व्यक्ति या प्रति नौ व्यक्ति एक कार, है, जब कि भारतवर्ष में आठ हजार लोगों के पीछे एक कार है । आज कार कोई आराम या एयाशी की चीज नहीं रह गई है, बल्कि आज वह एक जरूरत की चीज बन गई है । आज सदस्यों, डाक्टरों और प्रोफेसरों आदि को कार की जरूरत है । हमारी धारणा यह थी कि सरकार दो तीन बरस में छः हजार रुपये में कार देगी । हम लोग उस आशा में बैठ हुए थे । परन्तु आज आसार ये हैं कि वह गाड़ी नहीं आने वाली है, नहीं आने वाली है ।

[श्री रामेश्वर टांटिया]

हम चाहते हैं कि चा प्राईवेट सेक्टर में हो और चाहे पब्लिक सेक्टर में हो, छोटी या कम कीमत की कार का निर्माण किया जाना चाहिये । माननीय सदस्य, डा० लोहिया ने कहा है कि चूंकि पब्लिक सैक्टर के पास बहुत काम है, उस को खाद के कारखाने खोलने हैं, जो कि कारों से ज्यादा जरूरी हैं, इसलिये कारों के कारखाने नहीं बनाए जाने चाहिये । मेरी भी यही राय है कि खाद के कारखानों को प्राथमिकता दी जानी चाहिये ।

डा० राम मनोहर लोहिया : बस बनाओ, ट्रक बनाओ ।

श्री रामेश्वर टांटिया : आप देखिए कि ग्यारह बजे सुबह और पांच बजे शाम को बस के लिए बड़ी लम्बी क्यू लगी रहती है और एक दो घंटे इन्तजार करने के बाद भी बस में सीट नहीं मिलती है । इस लिये यह जरूरी है कि चाहे किसी भी सेक्टर में हो, बसों और कारों का उत्पादन बढ़ाना चाहिये । पिछले सात बरस में कारों का उत्पादन नहीं बढ़ा है—वही बीस हजार का बीस हजार है ।

हम लोग अस्सी प्रतिशत मोटर के पुर्जे भारत में बनाते हैं और बीस प्रतिशत बाहर से मंगाते हैं, लेकिन अगर सरकार उन बीस प्रतिशत फ़ारेन काम्पोनेंट्स के लिए भी ठीक समय पर लाइसेंस न दे, तो उत्पादन कैसे बढ़ सकता है ? अगर हम यहां पर पांच हजार चस्में के फ्रेम प्रतिदिन बनाते हैं, परन्तु जो शीशे लगते हैं, वे वलायत से आते हैं और उन के लिए सरकार केवल एक हजार का ही लाइसेंस देगी, तो चार हजार फ्रेम ऐसे ही रखे रहेंगे । इस लिये सरकार को एक क्लीयरकट पालिसी बनानी चाहिये कि हम को इतनी गाड़ियां चाहिये और उन के लिए जितने बाहर के पुर्जे जरूरी हों, उन को समय से लाइसेंस दिये जायें ।

छोटी गाड़ी या कम कीमत की गाड़ी के प्रश्न को बहुत लम्बे समय तक उलझाना नहीं चाहिये । या तो सरकार को कहना चाहिये कि हम इस समय छोटी गाड़ी नहीं बनायेंगे, कोई भी छोटी गाड़ी नहीं आने वाली है । अगर उस का विचार छोटी गाड़ी के निर्माण का है, तो उस को इस तरह से एक, दो, तीन बरस की बात न कर के अभी जो कारखाने हैं, उनको कह देना चाहिये कि इस दाम में गाड़ी बेचनी पड़ेगी । उस सूरत में सरकार को अपने कर भी घटाने पड़ेंगे । अगर एक गाड़ी पर चार पांच हजार रुपये के टैक्स होंगे, तो सरकार या कारखाने वालों के पास कोई अल्लाहदीन का चिराग़ नहीं है कि वे छः हजार रुपये में गाड़ी दे सकें । सरकार को अपने कर भी घटाने पड़ेंगे और कारखाने वालों से भी यह कहना होगा कि कम नफ़े पर गाड़ी बेचो ।

श्री शिव नारायण (वांसी) : हम ग़रीबों के रिप्रेजेन्टेटिव हैं । हम को भी टाइम मिलना चाहिये ।

सभापति महोदय : आर्डर, आर्डर ।

श्री रामेश्वर टांटिया : यहां पर काले बाजार की बात भी कही गई है । पता नहीं कि कारखाने वाले काला बाजार करते हैं या नहीं । मेरी समझ में वे नहीं कर सकते हैं । लेकिन माननीय सदस्य, श्री बागड़ी, ने यह बात ग़लत कही है कि संसद् सदस्य भी तीन, चार, पांच हजार ले कर गाड़ी बेच देते हैं । मैं निवेदन करना चाहता हूं कि वह भी संसद्-सदस्य हैं । अगर वह संसद्-सदस्यों पर इस प्रकार का आरोप लगाते हैं, तो मैं नम्रतापूर्वक उस का विरोध करूंगा । अगर उन के पास दलील है, तो वह दें ।

श्री बागड़ी : मेरे पास है ।

श्री रामेश्वर टांटिया : अगर उनके पास कोई फैक्ट्स हैं, तो उनको हाउस के पटल पर नाम रखने चाहिये ।

एक माननीय सदस्य : अगर कोई कहेगा, तो रख दिये जायेंगे ।

श्री रामेश्वर टांटिया : मेरा आखिरी निवेदन यह है कि मंत्रियों को स्टेट ट्रेडिंग कार्पोरेशन से जो बड़ी गाड़ियां मिलती हैं...

रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : यह बिल्कुल गलत है। किसी मंत्री के पास बड़ी गाड़ी नहीं है। ये गवर्नमेंट की गाड़ियां हैं।

(*Interruptions*)

श्री रामेश्वर टांटिया : मेरा मतलब भी उन गाड़ियों से है, जो कि गवर्नमेंट की तरफ से मंत्रियों को मिलती हैं। जब तक उन को छोटी गाड़ियां नहीं दी जायेंगी, तब तक इस देश में छोटी गाड़ियां नहीं बनने वाली हैं, जो कि इस देश की जनता की मांग है। मेरा निवेदन है कि चाहे प्राइवेट सेक्टर में हो और चाहे पब्लिक सेक्टर में, छोटी गाड़ियां बनाई जानी चाहिये और जल्दी बनाई जानी चाहिए।

श्री बड़े (खारगोन) : माननीय सभापति महोदय, आज हाउस के सामने कार का सवाल है। चूंकि हमारे पास कार नहीं है, इसलिये हम बेकार हैं। पन्द्रह हजार कार बनाने का जो शासन का लक्ष्य है, वह कब साकार होगा, यह पता नहीं है। वर्तमान फिगर्ज से मालूम होता है कि पांच हजार प्रति मास अर्थात् साठ हजार प्रति वर्ष की मांग है। जब सरकार इतनी कारें तैयार नहीं कर सकती, तो मैं माननीय सदस्य, डा० लोहिया, की इस बात से सहमत हूं कि अगर कार न बना कर माल वाहक ट्रक तैयार किये जायें, तो अच्छा होगा।

हिन्दुस्तान में दो तरह के लोग हैं—एक तो शहरों में रहने वाले हैं, जो कार वाले हैं और एक गांवों में रहने वाले हैं। जो बेकार हैं, जिनके पास कार नहीं है। मैं समझता हूं कि ऐसे वक्त में शासन को यह सोचना चाहिए कि क्या केवल तीन पूंजीपतियों को ठेका देकर अपना और पूंजीपतियों का पैसा इसमें डालना उचित है। महाराष्ट्र के उद्योग मंत्री ने कहा है, जिसके बारे में राज्य सभा में प्रश्न पूछे गए थे कि हिन्दुस्तान में पांच हजार रुपये में कार तैयार हो सकती है, जिसमें केवल हिन्दुस्तान के पुर्जों का उपयोग होगा। हमारे मित्रों ने कहा है कि पांच हजार में कार तैयार नहीं हो सकती है, लेकिन मैं समझता हूं कि पांच हजार में कार तैयार हो सकती है। इस समय सरकार 5140 रुपये अर्थात् 33 परसेंट टैक्स लेती है और पांच हजार रुपये उत्पादन व्यय है अगर सोलह हजार में 5140 रुपये टैक्स के निकाल दिये जायें, तो यहां पर ग्यारह हजार में कार तैयार हो सकती है। सरकार ने जो टैक्स अधिक लगा रखा है, इस पर भी उसको विचार करना चाहिये। यदि सरकार दरअसल में पैसा पूंजीपतियों से लेना चाहती है तो छोटी कार भी सरकार को निकालनी चाहिये ताकि जो मिडिल क्लास के लोग हैं, जो छोटे लोग हैं, उनको भी कार सुलभ हो सके।

कार की जो कीमत ज्यादा बैठती है, उसके तीन कारण दिये गये हैं। एक तो यह दिया गया है कि विदेशी मुद्रा हमको मिलती नहीं है। इस कारण से इसके दाम अधिक हैं। दूसरा कारण यह बताया गया है कि जो पुर्जे हैं वे बहुत महंगे हैं, इस कारण से भी कार महंगी पड़ती है। तीसरा कारण यह बताया गया है कि उत्पादक एक दूसरे से कोऑपरेट करके उत्पादन करने का प्रयत्न नहीं करते हैं। हमारे भागवत झा आजाद साहब ने कहा है कि यदि ये आपस में कोऑपरेशन करें, मर्ज हो जायें तो उत्पादन भी अधिक हो सकता है और कीमत भी कम हो सकती है। मैं इस चीज पर विश्वास

[श्री बड़े]

नहीं करता हूं। मल बीमारी जो है, उसको हमें देखना है। क्यों अधिक कीमत देनी पड़ती है, इसको हमें देखना है। इसका कारण यही है कि इन तीन फर्मों को मनोपोली दे दी गई है। इस मनोपोली को आपको खत्म करना चाहिये। जो आपने कह रखा है कि यही तीनों प्रोड्यूस कर सकते हैं, दूसरे नहीं कर सकते हैं, इसको आपको समाप्त करना चाहिए।

सुना गया है कि पश्चिमी जर्मनी और जापान के कुछ कार निर्माता कोलेबोरेशन में यहां कारखाने खोलने का विचार रखते है। अगर यह बात सही है और सरकार चाहती है कि वे खोलें तो मैं समझता हूं कि यहीं के लोगों को कारखाने खोलने की आपको अनुमति दे देनी चाहिए। जैसा कि महाराष्ट्र गवर्नमेंट ने कहा है कि सस्ती कार बन सकती है, सरकार को सस्ती कार बनवानी चाहिए। शासन का लक्ष्य अगर यह है कि पापुलर कार बनें, छोटी कार बने जिसकी बार बार मांग की गई है और जिसका अभी तक कोई सन्तोषजनक उत्तर नहीं मिला है, तो उसके लिये सरकार को गम्भीरता से विचार करना चाहिए और यह कार सुलभ करनी चाहिए।

१९५८ में यह कहा गया था कि कारों के निर्माण में वृद्धि होगी। योजना में भी आपने इसका उल्लेख किया था कि इनके निर्माण में वृद्धि होनी चाहिए। लेकिन आप आज २६,००० कारें बनाते हैं जबकि साल में डिमांड ६०,००० कारों की है। क्यों आप कम इनका निर्माण करते हैं, इसको भी आपको देखना चाहिए और गम्भीरता से निर्माण अधिक करने का प्रयत्न करना चाहिए।

इनक्वायरी कमेटी जो बैठी थी उसने कहा था कि बाहर से पुर्जे आते हैं और उनके लिए इस्पात जो उनको मिलता है वह इंग्लैण्ड में 650 रुपये प्रति टन मिलता है जबकि भारत में एक हजार या ग्यारह सौ रुपये प्रति टन मिलता है। दरअसल में अगर इतना अधिक फर्क है तो सरकार को इस लक्ष्य को अपने सामने रख कर चलना चाहिये कि इस्पात की कीमत कम हो, कम महंगा इस्पात लोगों को मिले ताकि पुर्जे आदि उनको सस्ते मिलें और कारों की कीमत कम हो। साथ ही साथ उनको विदेशी मुद्रा अधिक सुलभ की जानी चाहिय। जो कारखानेदार हैं उनको भी चाहिये कि वे प्राफिट कम लें। यदि ये उपाय काम में लाये गये तो अभी जो उत्पादन हो रहा है, उसको भी कम कीमत में बेचा जा सकता है। सवाल रोग का है और रोग को पहचान कर उसका इलाज करने का है। रोग केवल यही है कि तीन जनों को केवल आपने उत्पादन करने का और बेचने का अधिकार दे रखा है। इसको खत्म करना चाहिये। दूसरे कारखानेदार जो कार बनाना चाहते हैं जो इस क्षेत्र में आना चाहते हैं, जो इनके कम्पीटीशन में आना चाहते हैं उनको आपको मौका देना चाहिये कि वे कम्पीटीशन में आ सकें। यदि ऐसा किया गया तो कार के दाम कम हो सकते हैं।

कार की तरफ तो आपका लक्ष्य है लेकिन काश्तकार जिस ट्रैक्टर का इस्तेमाल करता है, उसकी ओर भी क्या आपका लक्ष्य है? उसको जिस जिस चीज की जरूरत पड़ती है, क्या उसका भी आपको ध्यान है? उसको बैलगाड़ी की जरूरत पड़ती है, कार की नहीं। क्या बैलगाड़ी की तरफ भी आपका कभी ध्यान गया है? क्या उस पर भी कभी आपने सवारी करके देखा है? क्या क्या उसमें असुविधायें होती हैं, इसका भी पता आपने लगाया है? पूर्वजों से जिस तरह की बैलगाड़ी उसको मिली थी, वही आज भी चल रही है। उसमें बहुत कम सुधार हुआ है। उसमें कोई परिवर्तन नहीं

या गया है । बैलों को बैलगाड़ी सींचने में आसानी हो, उस पर आसानी से चढ़ा जा सके, आसानी से उस पर से उतरा जा सके, आसानी से उस पर माल चढ़ाया और उतारा जा सके, क्या ऐसे तरीके खोजने का भी आपने यत्न किया है । काश्तकार को सुविधा मिले, इस तरफ शासन का लक्ष्य नहीं है । कार के सवाल से बाहर जा कर मैं यह कह रहा हूं और यह मैं इसलिये कर रहा हूं कि यहां बैलगाड़ी का सवाल उठाया गया है । इस ओर भी आपका ध्यान जाना चाहिये ।

अभी कार की कीमत 18,000 रुपये है और इसका ब्लैक भी चलता है । इतनी ऊंची कीमत और ब्लैक का कारण केवल यही है कि जो कारखानेदार हैं उनको एक तो विदेशी मुद्रा नहीं मिलती है, दूसरे पुर्जे सस्ते नहीं मिलते हैं और तीसरे वे प्राफिट भी अधिक लेते हैं । इन सब की ओर आपको ध्यान देना चाहिये । अगर यह नहीं किया जाता है तो महाराष्ट्र गवर्नमेंट ने जो कहा है और जिसके बारे में राज्य सभा में सवाल भी उठाया गया था कि पांच हजार में कार का निर्माण करके वह बता सकती है, उस ओर शासन का ध्यान जाना चाहिये । अगर यह नहीं किया गया तो जनता करेगी और हमारे कम्युनिस्ट भाई जो यह कहते हैं और हमारे दाजी साहब जो अभी बोलने वाले हैं, कह देंगे, कि सरकार पूंजीपतियों के हाथ में है । वह बिड़ला का नाम भी इस सन्दर्भ में ले देंगे । इसलिये सरकार को चाहिये कि दूसरे लोगों को कार का निर्माण करने की सुविधा वह दे दे ।

Mr. Chairman: Maharajkumar Vijaya Ananda.

Shri Alvares (Panjim): Four of us have given notice of this motion. The Minister also has to reply. Are you going to extend the time, Sir?

13.56 hrs.

[MR. SPEAKER *in the Chair*]

Shri S. M. Banerjee: We have been demanding this discussion for a long time....

Maharajkumar Vijaya Ananda (Visakhapatnam): Sir, the Minister has taken over this new portfolio and I am sure.... (*Interruptions*).

Mr. Speaker: Let him finish first.

Maharajkumar Vijaya Ananda: I am sure with his zeal and drive, he will give a new orientation to this vexed question which has come up in Parliament many times. (*Interruptions*).

Mr. Speaker: He may kindly resume his seat. Let me hear Mr. Banerjee. What has been converted into a farce? He says, the whole thing has been converted into a farce. Is it proper for him to say like that?

Shri S. M. Banerjee: Are you supposed to hear what we talk here, Sir?

Mr. Speaker: Yes; everything reaches me. Even the whispers reach me. Sometimes I might tolerate them, but it is not that every time I can tolerate them. I have only told him that he may wait, so that the hon. Member who is on his legs might finish.

Shri S. M. Banerjee: I am sorry, Sir; you are in temper.

Mr. Speaker: Again he is saying something that goes against me.

Shri S. M. Banerjee: Kindly hear me, Sir. You came just now.

श्री शिव नारायण : बैठो ।

Shri S. M. Banerjee: I am not going to obey you. How can he say like that?

Mr. Speaker: He says "I am not going obey you".

Shri S. M. Banerjee: I am going to obey you, Sir, but not him. He says "*Bhaito*".

क्या वह शरीफ आदमियों की जबान बोल रहे हैं ।

Mr. Speaker: I would advise hon. Members—yesterday also I said it—that such interjections and such interruptions should not be made and such words also should not be used. But if it has been done, Members should not be so sensitive. एकने कहा "बैठो" तो दूसरे ने कहना शुरू कर दिया कि सभ्यता के लफ्ज ये हैं उनको खत्म कर लेने दीजिये, फिर मैं आपकी बात भी सुन लूंगा। *(Interruption)*.

If the House desires to sit longer and continue the discussion, I have absolutely no objection at all. Would it like to sit after 5 ?

Some Hon. Members: Yes Sir.

Some Hon. Members: No sir.

Mr. Speaker: Let us be clear as to what the House wants. Certainly I am prepared to sit after 5 if the Members so desire. I find there are a large number of hon. Members who wish to speak and I wish to accommodate them. But the desire of the House ought to be conveyed in some dignified manner.

Shri A. P. Jain (Tumkur): There should be a full discussion on this matter. Many questions on this subject have been asked during the last two years. My sugegstion is that either we sit longer or you postpone the discussion to some other day. We must have a full discussion. I also want to have my say on this matter.

Shri Sheo Narain: I propose we sit up to 6 o'clock.

Mr. Speaker: When shall we take up the non-official business in that case?

Shri A. P. Jain: I would suggest the discussion may not be concluded today. It must be postponed to another day. At 2-30 non-official business may be taken up and we may not sit after 5. But this debate should not conclude today.

Shri S. M. Banerjee: I support it.

Shri Bhagwat Jha Azad: I suggest that the non-official business may be taken up an hour later, but this discussion should be finished today, so that we can hear the Minister. I have no objection to the time being extended, but it should conclude today.

Mr. Speaker: I cannot just deprive the non-official Members whose Bills are there on the agenda today. Unless they agree also, I cannot put that off. Therefore, I will have to take that up. The only alternative is that either we carry on for another one hour and take up the non-official business at 15.30 hours or we stop this discussion at 14.30 hours, take up the non-official business and then resume this discussion at 17.00 hours.

Shri Shivaji Rao S. Deshmukh (Parbhani): It is better that we take up the non-official business at 15.30 hours.

14 hrs.

Shri S. S. More (Poona): The point here is that it is a frequent occurrence that when you extend the time then we suffer from lack of quorum and the House has to be adjourned. Even yesterday we were on the point of adjourning the House for want of quorum. The same thing will happen to this discussion if we extend the time of the sitting today. So the best course would be to postpone this discussion to some other day so that we can discuss it fully.

Mr. Speaker: Then the Government also has to be consulted because on some other day the Government has to find time to take it up.

Shri A. P. Jain: If it is postponed it will be for the Government to find the time. It may find time immediate-

ly or it may find time on some other day afterwards. But on a matter like this, which has been agitating the mind of everybody, there must be a full discussion.

Mr. Speaker: What does the Government say?

The Minister of Heavy Engineering in the Ministry of Industry and Supply (Shri T. N. Singh): I will have no objection provided the discussion is not postponed to Monday or Tuesday because on those days I have some other engagement.

Mr. Speaker: All right; we can have it on some other day. Let us carry on till 2-30 and then take up non-official business.

Maharajkumar Vijaya Ananda: Sir, the production of cars in this country is less than the demand for vehicles in this country. I think this industry really needs a good shake-up. I also think that with Shri T. N. Singh at the helm of affairs the deep slumber they are having will soon be over.

As regards the manufacture of cars, there is no doubt that the cars manufactured in India are far less in quality than foreign cars. The trouble is, the three makers of cars in India know that in India no other car is available except what the embassies are selling at very high prices. Therefore, they just do not take notice of the public demand. I had an Ambassador car three or four years ago. After doing only 2000 miles its plugs got oiled. I made a complaint to the firm. I wrote several letters to various people. Finally I told them that I was a Member of Parliament. Then they agreed to change the engine. Because I happen to be a Member of Parliament they agreed to do that. Take the case of others. What would be the result? They would be going on writing to the firms concerned and no notice would be taken. Such is the condition of the Ambassador car. They have had sufficient time to make that model a model that would be worth keeping. But, unfortunately, because they are fully aware that nothing can be done, they cannot be ousted from the position they hold they simply produce cars which are really very very defective, their bodies rattle, they are unserviceable at times and the most you can get out of an Ambassador car is about 30,000 miles and then you have to change the rings and so on.

As far as jeeps are concerned, I have found that they have also deteriorated. Their production has also received an indifferent touch and therefore the jeeps are also very much like the Ambassador car. The only car that is really attractive and in great demand is the Fiat. It is probably the cheaper of the three cars. The Ambassador is selling at Rs. 15,941—exclusive of insurance; the Standard is selling at Rs. 15,486 and the Fiat is selling at Rs. 14,343. Blackmarketing, as usual, plays a very big part. People have to register their names to get a car. For years and years they wait and when they finally get it they are absolutely fed up with getting a car.

Now, I cannot understand why there has been so much delay in coming to some definite understanding on the production of a small car. A small car is a great necessity to the middle-class man. I would suggest that with foreign collaboration this should be taken up very seriously and not merely brought before the House as it has been done in the past. All that happens is, there is a very lively discussion and finally it merges somewhere as in the case of other discussions. I think it is high time that Government took up this matter seriously. I hope with Shri T. N. Singh at the helm of affairs, the Government will take this up and see that within two years we have a small car, say a 10 H.P. car, that car should be water-cooled and not air-cooled, it should have a capacity to take four passengers and a small luggage carrier, it should be economical, it should at least do 50,000 miles before anything like change of rings takes place and the price should be nothing more

[Maharaj Kumar Vijaya Ananda]

than Rs. 7000. We had said Rs. 5000 in the past, but due to change of circumstances and everything having gone up in prices, I would say that Rs. 7000 should be the maximum including taxes and the all that the Government would like to take on it. This should be made possible even if it would mean subsidising the industry.

In this connection, there is a report of the *Ad Hoc* Committee on Automobile Industry. It has said:

> "The best way to increase the availability of cars at an economic price would be to enable the existing producers to raise their output to a much higher level. Thereby, not only would the present shortage of cars in general disappear but the second-hand market would have substantial supplies of roomy sturdy cars at economic prices, which would be a better answer to the consumers' needs than the miniature cars developed in Europe in very different conditions of living, road transport, size of family, etc."

Apart from what has been said, I maintain that a small car is a middle-class necessity and the sooner the Government take up this problem the better.

As far as the present production of cars is concerned, I do feel that it requires a good shake-up. The makers must be made to realise that the present supply of cars is defective and is not worth the money that the ordinary man pays for the cars. This question has come up in Parliament before. It seems to have figured again for a lively discussion. But no results have accrued on the discussions that we have had. I would like to suggest that if we are not able to produce small cars within the next two years, let the Government at least reduce the prices of cars in this country. If necessary let the Government cut down the profit that Government is getting over it. The Government can afford it. The Government can tax the big millionaires. They have many other ways of getting money to make up this poor man's need. Every man needs a car. Anybody who has got some kind of activity, who goes about to town and does some work, he must have a car. Of course, many hon. friends on the opposite side suggested that there should be bus, lorries and trucks. That may be for transport of goods and for man going to office. There are others who naturally need a car. I think the Government can afford to reduce the price. As I said, if they cannot produce a small car let them at least reduce the price and give the middle man a chance of possessing a car.

With these words, Sir, I resume my seat. I am quite sure that with the new Minister in charge we shall have a different complexion of this.

Mr. Speaker: I have many Members to call. Just now Shri Banerjee has written to me:

> "I am leaving today for Calcutta and shall return only on the 9th. I shall feel obliged if I am given at least 8 to 10 minutes today."

I have read it for the information of the House. Simply for the reason that I do not keep any malice, I am prepared to accommodate him as he likes. But it should not be understood that because of his pressure or using that language, I am submitting to him. But I think really it was unfortunate.

Shri S. M. Banerjee: Before you say anything further, may I say one thing? I repeat there was some misunderstanding.

Mr. Speaker: Did he not say those words? Now he says there is some misunderstanding. I have heard it myself with my own ears. Should I disbelieve my ears?

Shri S. M. Banerjee: I was only speaking to Shri Daji. I am sorry.

Mr. Speaker: Yes, you were saying that to Shri Daji.

Shri S. M. Banerjee: I am very sorry.

I am glad to my hon. friend, Shri Bagri has initiated a debate. I think this House was eagerly awaiting a debate on this most controversial question, whether we should help, what we call, the Teen Murthi to produce cars at a price of their own choice or whether we should ask Government to come forward with a scheme, with a project of their own to manufacture cars at a price at which the common people would be able to purchase cars.

I am told that if today you want a Fiat car you have to wait nearly for 7 to 8 years and if you want an Ambassador you can get it within two or three years. If I get a Fiat, I shall never go for Ambassador, because the quality of that car is so bad that there is a saying in the country that when somebody was asked his impression about Ambassador he replied in an Ambassador car everything makes noise except the horn. That is the general impression about Ambassador car. It is said that after an accident it is smashed to pieces like a car of plywood or plastic. That is the history of Ambassador. Yet, there is pressure that preference should be given to Ambassador car. You will find that in almost all the Ministries the cars used are Ambassador, because the manufacturers of Ambassador have pull in the country.

That is one of the reasons why I want the Government to come forward with a project of their own to manufacture small cars. There was a scheme for having the peoples' car, or baby car, or *janata* car. Then the hon. Minister, Shri C. Subramaniam, made an announcement in the House that it has been shelved, which was the turning point in the history of manufacture of small cars. Questions after questions were asked and we are yet to get a satisfactory reply from the treasury benches about this car project.

We were told that they will enter into an agreement and work in a corporate basis and they will try to reduce the price of car. Now the price has gone up. What is the market price today of Ambassador? Rs. 16,000 or 17,000. You will have to pay more. If you want to purchase a Fiat, unless you are prepared to pay Rs. 5,000 or 7,000 more than the fixed price, you will not get it. That is a sad commentary.

Shri P. R. Patel (Patan): Is it paid to the manufacturers?

Shri S. M. Banerjee: If not to the manufacturers, somebody else. I know the manufacturers say that it is due to you, due to the ruling party. So, the fault lies somewhere.

Mr. Speaker: I have made an appeal the other day that after three years of experience here we should at least conform to this practice that every hon. Member should address the Chair. Now, if one hon. Member says "it is due to you" it will be misunderstood as if it was due to me.

An hon. Member: No, no.

Mr. Speaker: The record would show me like that. Hon. Members should, I should not say learn, adopt that practice. We have been here for three years and probably many of us might not be here for the next term. So, the next two years at least we might practice it.

Shri S. M. Banerjee: I was submitting that it is high time Government have a project of their own. I shall be extremely happy if the Minister makes a bold announcement that they are going ahead with this scheme and no pressure, either from Bombay, or Calcutta or Jamshedpur will influence their judgment.

Shri Hanumanthaiya: What about Madras?

Shri S. M. Banerjee: In Madras there is TVS, it is true. I am not imputing any motives to anyone. I know that Birlas are influential people and they can influence the judgement of the Government.

Shri P. R. Patel: Can an hon. Member refer to somebody by name and say that he influences or brings pressure on Government?

Shri Daji (Indore): Why is the hon. Member so much hurt when the Birlas are attacked?

Shri P. R. Patel: I am not hurt.

Shri S. M. Banerjee: Anyhow, you have heard me correctly. That is enough.

Then, Sir, today I am writing to you a letter. Yesterday, I said on the floor of the House something about a particular business house. I was surprised to know that even influential press agencies like PTI have been asked not to publish anything about that business house. I am going to write to you a letter that I want a commission of inquiry to be appointed to go into the question whether anybody can say that what is mentioned in the House should not be given publicity in the newspapers. I am going to write to you about it. It is surprising.

Mr. Speaker: Is he warning me as well?

Shri S. M. Banerjee: Not warning, Sir, I am going to write to you

Mr. Speaker: So, it is a simple intimation that he is writing to me.

Shri S. M. Banerjee: I am only warning them through you, Sir.

Mr. Speaker: Now he might continue.

Shri S. M. Banerjee: I would, therefore, suggest that a Commission should be appointed, or if the Commission is not appointed, let there be administrators to control the prices and other aspects of automobile production. If they are given a free hand, whether it is this house or that house, they will go on robbing the people, charging exorbitant prices from the consumer. So, my suggestion is, at the first instance, Government should have their own project, going ahead without caring for anyone. Or, let them nationalise one of these projects, if they so desire. After all, they are said to be moving towards socialism. Secondly, let them appoint an administrator to see the working of these projects. It is high time that we appoint administrators; otherwise there will be no check and control on the automobile industry.

One more point and I am finished. Not only these cars, even in the matter of three-wheelers licences are being given only to one person in this country. I am sorry to mention —I do not want to give his name— that he is one of the Members of this House. Expansion is allowed only to that firm; no licence is given to others. When this country requires more three-wheelers and four-wheelers, when there is such a dearth of production, it is a fact that no licence is given to other people.

With these words, I would request the hon. Minister, Shri T. N. Singh, who really comes from the people, to take strong measures and to curb the powers of these monopolies which are charging anything they like, because they have some political pull with the Government.

Mr. Speaker: Shri Himatsingka has also written to me that he is leaving today.

Shri Daji: I am also leaving; I came all the way to participate in this debate.

Shri Man Sinh P. Patel (Mehsana): Everybody will be leaving the House in the evening.

Mr. Speaker: There are only ten minutes and I can accommodate only one hon. Member.

Shri Shivaji Rao S. Deshmukh (Parbhani): One thing is certain that hon. Members who want to leave are

in a minority; the majority of Members want to say. So, we want that you should be kind to the majority.

Shri Daji: If a date could be fixed, we could come back if we wanted to take part in this debate. I came back only to participate in this debate. I am representing a major party.

Mr. Speaker: I will call him when it comes up on the next day. I will see that it is fixed on such a date that Shrimati Mukerjee is also able to take part. Now, Shri Himatsingka. Then I will accommodate Shri Daji as well.

Shri P. C. Borooah (Sibsagar): Shri Banerjee was given a chance because he was going to Calcutta this evening; I am also going to Assam just now; I will be leaving at 4 o'clock. Shri Himatsingka is also there. So, I may be permitted to go now and may be given a chance on the next day.

Mr. Speaker: I will give a chance to Shri Borooah as well next time.

Shri Himatsingka: Sir, I have heard the speeches of hon. Members and I feel that there is still a misconception about the position of car manufacture. There is a good deal of shortage; there is no doubt about that. But what is the cause for it? Is it the fault of the three manufacturers that the supply is not being maintained or is there any other justifiable reason why more cars are not being produced?

The capacity of the three manufacturers is such that even today they can manufacture about 50,000 cars, but about 80 to 90 per cent of the components are made locally and they have to import 10 per cent of the components and certain raw materials. Suppose, they produce 50,000 cars and the components required are supplied only for 10,000 cars; then the supply will be limited to only 10,000 cars.

The trouble arises because the Government has not been able to give them foreign exchange for components that are required to be imported or for raw materials that have to be imported. Every car requires 2 tonnes of steel—and it is a special kind of steel—so, for the manufacture of 50,000 cars you will require 1 lakh tonnes of steel. These things have to be considered before we blame the three manufacturers.

They have been asking for more foreign exchange; but that is not being supplied. We have, therefore, really to go into the reason why this backlog is there. All of them are anxious and are in a position to manufacture the required number of cars, provided they get what is required for their manufacture. They cannot manufacture and complete the cars unless the components that have to be imported are supplied to them or unless the raw materials that have to be imported are supplied to them.

As regards price, some hon. Members have themselves stated about Government taxes of Fiat and Ambassador. In the case of the Ambassador Government taxes come to Rs. 5,140 and the cost of material, manufacturing, overhead expenses, wages, depreciation and profit come to Rs. 3,750, indigenous ancillary components cost Rs. 3,600 and distribution charges come to Rs. 1,053. If you increase the number of cars produced, on what item can the cost be saved? If you raise the production to 30,000 or even to 50,000 cars, the tax per car will remain the same; the cost of material, manufacturing and overhead expenses, wages, depreciation will remain the same except that overhead expenses will go down slightly. All other expenses will remain the same. So, if the number is increased, there will be some reduction in the amount of Rs. 3,750 which is the amount for raw material, manufacturing and overhead expenses and all these.

Therefore, I think, the companies have rightly indicated that the cost can go down by about Rs. 750 because the overhead charges are the only

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charges that will be affected or slightly some other expenses. But the taxes will not go down; the prices of the raw materials will not be reduced; the wages will not be reduced.

So far as the price is concerned, you know it, Sir, very well and the House also knows it that the price and the profit of the distributors and the manufacturers are all controlled. Government fixes the price and they have to sell at that price. From 1957 onwards there has been no increase in price though there have been increases in the cost of materials and only a slight increase took place in taxes in between and that has been added; otherwise, the price is continuing the same. I quote this fact only to show that the price and everything are being controlled by the Government.

Therefore we ought to look into the real position and find out what the cause of this backlog is. If the Government can supply more foreign exchange and enable them to purchase the raw materials that are required and the components that have to be imported because they have not yet gone to 100 per cent production in India, any number of cars can be produced and this difficulty that is being faced here which is the cause of this question being raised from time to time either in the form of questions and answers or otherwise will stop. Therefore we ought to look into the proposition and try to find out what the real cause is.

Now, look at the other suggestion that is being made about the Government taking up the manufacture of a small car. Has the question been considered that if you increase the capacity of the existing companies perhaps the cost will not exceed Rs. 8 crores to Rs. 10 crores, or maybe Rs. 11 crores, but if you set up a new plant, absolutely fresh, for the manufacture of a new car, the cost will be very much more; it may exceed Rs. 60 crores and the depreciation itself, if you take its life at 10 years, will be about Rs. 6 crores? These questions have to be considered in an objective way, dispassionately and we should not be led away by prejudice against one person or another or against businessmen, or industrialist or a particular house.

As I mentioned previously, some hon. Members have an allergy to certain names. They will bring in those names but I need not go into that.

Therefore the question has got to be considered from the point of view of what the facts are. The three present manufacturers have got collaboration with the biggest manufacturers in the world and they are the most effective manufacturers in the world. The General Motors and the British Corporation are the collaborators with one of the companies. Similarly, Fiat company and another big company of England are the collaborators for Fiat and another important company of England is the collaborator for Standard. If these big companies cannot enable the production of cheap cars, can any new company help in the manufacture of a small, cheap car? After all, the price of a car depends on the cost of material, taxes etc. Therefore unless the cost of materials is decreased, unless taxes are reduced, you cannot have a cheaper car. While 33 or 35 per cent be the taxes you cannot exclude them from the cost even if you manufacture a small car. The amount of tax will remain the same and it will be impossible for anybody to supply it cheaper. I will give one or two examples. Steel in U.K. costs Rs. 650 per tonne, whereas in India it costs Rs. 1,250 per tonne; wheels per set cost Rs. 48 in England, whereas in India they cost Rs. 142; tyres cost Rs. 257 in England whereas here they cost Rs. 567. These things ought to be examined.

Shri A. P. Jain: It is all your doing.

Shri Himatsingka: Shri Jain says, "It is all wrong".

Mr. Speaker: He did not say, "It is all wrong"; but he says, "It is all

yours doing". He should conclude now.

Shri A. P. Jain: It is all industry's doing.

Shri Daji: Sir, the story of the automobile industry in India is a story of ineptitude and screaming scandal of shameful surrender to big business interests, both Indian and foreign. The speaker just before me said that these three companies were collaborating with very important foreign companies. But I will refer the House to the report of the Jha Committee which has pointed out that Morris sell their raw parts to the Indian concern almost at the same price as a full-fledged Morris car is available in England. That is how the foreign collaborators fleece us. That is how the Indian collaborators, in signing these agreements for a mess of pottage for themselves, have sold away national interests, have bartered away national interests. And the government of the day, the government at that time did not screen the foreign-collaboration agreement as minutely as they ought to have. That is one reason for the high price.

In 1952 Shri Krishnamachari, who was then the Minister of Industries, said that within five years India shall have a full-fledged automobile industry. The five years have run into twelve, and we are not yet getting an automobile industry.

The question is, who permitted these three ill-balanced concerns to come up. Why was it not known then that something between fifty thousand to one lakh of car production would be required before an economy of scale can be reached? Why is it that only today we are wiser? Why was this not known when the permission was given?

Therefore, when the Minister previously in charge of this portfolio, Mr. Subramaniam, was asked as to when the automobile industry could be cent per cent Indian and can produce economically, he always pleaded helplessness, and in one moment of bravado he said—perhaps that was to silence the Leader of the Swatantra Party who was sailing in—"I can do so immediately if all these three concerns are taken over by the Government."

And having listed all our grievances against the automobile industry, I do not want to go half hog like my friend Mr. Bhagwat Jha Azad or some other friends; I say the only way to have a national automobile industry and an honest car for the poor people is here and now to decide to nationalise these three concerns. Only nationalising these three concerns into one concern run by Government can solve the question of economy of scale. Nothing else can solve it.

Shri Hanumanthaiya: If you nationalise, you have to pay for all the old machinery.

Shri Daji: You can give them twenty years, twenty-five years, or even fifty years bond. Birlas and Tatas who are running it will not be begging with a begger's bowl if you do not give them anything. (*Interruption*).

Whenever we raise the question about cheap car the main stumbling block held out is foreign exchange. Certainly, if we decide to spend ten crores foreign exchange for a car, it is for Government to decide whether the ten crores shall be handed over to Ambassador or Fiat or the ten crores shall be utilised for production of a small car which the middle classes can purchase.

Actually speaking, when the Government of India took this decision to shelve the manufacture of small car in the name of foreign exchange, even

[Shri Daji]

during that period, nine crores were given to Premiers for producing six thousand additional cars; 10.55 crores of foreign exchange was given to Hindustan for producing ten thousand more cars; whereas the scheme of the Pande Committee said that in ten crores we could have had fifty thousand small cars. Therefore, the choice was whether the ten crores should be given to Ambassador or Premier Automobiles for producing six thousand or ten thousand cars, or the ten crores should be taken over by the Government for producing small cars to the tune of fifty thousand. That was the choice. And the Government, in the name of conserving foreign exchange, took a mistaken decision, a misleading decision, and decided that we should better have six thousand more of Fiat instead of fifty thousand of small cars.

And the decision is foisted in the name of socialism. It is not a question of car versus tractors, car versus trucks or car versus buses. If that were so, I would support my friend Dr. Lohia and say, let us stop the production of all cars for a certain number of years. But if it is a matter of choice between a small middle-class man's car and an Ambassador or Fiat which is almost in a jittery condition—the quality control matter also needs to be looked into, but I cannot go into those things as my time is very short—if this is the choice whether we want six thousand more Fiat or we want fifty thousand Government-produced small cars at a cheap price, I think the vote shall inevitably be in favour of fifty thousand small cars as against six thousand more Fiat. And the foreign exchange required will be almost the same.

Why was this decision not taken? In 1960 Government passed a Resolution in September, saying that if a small car is feasible, Government will produce it. In 1962 it was shelved. What happened in between? Two things. One, the general elections, and, secondly, the mid-term election in Orissa. I make bold to say that for the elections certain important firms made available hundreds of vehicles, with the speedometer disconnected so that the cars could be used during the election campaign and then repolished and sold to the people as new cars. It was in return for this favour shown to the ruling party that the Government's decision was shelved in 1962, and not for conserving foreign exchange. Because, foreign exchange was given all the time; foreign exchange was given to Fiat, to Ambassador and to others.

And even with these uneconomic units, what huge profits are made? The profits of Premier Automobiles, working at an uneconomic level, was Rs. 2.49 crores for one year—net profits. And there is this breast-beating "we are runing an uneconomic unit".

I will go further. The Tariff Commission categorically said that the profit for the automobile industry should be 7.5 per cent. All the three concerns are exceeding that limit laid down by the Tariff Commission.

An Hon. Member: By how much?

Shri Daji: It comes to 19 per cent on paid-up and working capital. Therefore, it is not a question of their running at a loss. They are running at more than enough profit. But both the foreign collaborator and the Indian partner together, they collaborate to cheat the treasury, to cheat us in foreign exchange, to cheat the common man and give us something called car which should be better designated as junk.

Now, the persuasion of the Ministry is going to be to make the three cooperate. I do not know what new sector you are going to introduce. There is the co-operative sector, the public sector, the private sector. Now we are trying for a capitalist-cooperative sector or a cooperative-capitalist sector—the three capitalists to have a cooperative society and merge. It

will never happen. Let us not live in a fool's paradise. You may read the Gita or the Bible to them, but they are not going to come together.

If you want a viable, economic automobile industry the only way is to nationalise it, and then we can think of producing a cheaper or small or better car and go forward with better utility models. That is the only choice before Government.

Therefore, the question, the test, is whether this Government which has been returned to power through the money of Premier Automobiles—written in their own balance-sheet, lakhs paid to the Congress fund—this Government which has been returned to power with the money of Premier Automobiles, with the money of Birlas, whether this Government which has made use of them for election purposes, can have the courage of placing national interests above party or capitalist interests. That is the choice. Let the Government take up this challenge and in their reply assure us that the Government can be bigger than big business in India.

Mr. Speaker: This will come up next time when a day will be fixed. Now we take up non-official business.

14.38 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTY-SECOND REPORT

Shri Hem Raj (Kangra): I beg to move:

"That this House agrees with the Fifty-second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 2nd December, 1964."

Mr. Speaker: The question is:

"That this House agrees with the Fifty-second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 2nd December, 1964."

The motion was adopted.

14.38½ hrs.

INDIAN PENAL CODE (AMENDMENT) BILL*

(Amendment of Section 302)

Maharajkumar Vijaya Ananda (Visakhapatnam): I beg to move for leave to introduce a Bill further to amend the Indian Penal Code, 1860.

Mr. Speaker: The Question is:

"That leave be granted to introduce a Bill further to amend the Indian Penal Code, 1860."

The motion was adopted.

Maharajkumar Vijaya Ananda: I introduce the Bill.

14.38¾ hrs.

NATIONAL RIFLE TRAINING SCHEME BILL*

Maharajkumar Vijaya Ananda (Visakhapatnam): I beg to move for leave to introduce a Bill to provide for compulsory training in rifle-shooting to all able-bodied citizens between the ages of twenty and thirty years.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for compulsory training in rifle-shooting to all able-bodied citizens between the ages of twenty and thirty years."

The motion was adopted.

Maharajkumar Vijaya Ananda: I introduce the Bill.

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14.39 hrs.

REPRESENTATION OF THE PEOPLE (AMENDMENT) BILL*

Shri M. Malaichami (Periyakulam): I beg to move for leave to introduce a Bill further to amend the Representation of the People Act, 1950 and the Representation of the People Act, 1951.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Representation of the People Act, 1950 and the Representation of the People Act, 1951."

The motion was adopted.

Shri M. Malaichami: I introduce the Bill.

14.39½ hrs.

SIKH GURDWARAS BILL*

Shri A. S. Saigal (Janjgir): I beg to move for leave to introduce a Bill to provide for the better administration of Sikh Gurdwaras situated in different States of Indian Union and for inquiries into matters connected therewith.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the better administration of Sikh Gurdwaras situated in different States of Indian Union and for inquiries into matters connected therewith."

The motion was adopted.

Shri A. S. Saigal: I introduce the Bill.

14.39½ hrs.

CONSTITUTION (AMENDMENT) BILL—*Contd.*

(*Omission of article* 370) by Shri Prakash Vir Shastri

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri Prakash Vir Shastri on the 11th September, 1964, namely:

"That the Bill further to amend the Constitution of India, be taken into consideration."

Five hours had been allotted for this. 4 hours 47 minutes have already been exhausted. Now, I am calling upon the hon. Minister of Home Affairs to reply.

The Minister of Home Affairs (Shri Nanda): Mr. Speaker, Sir, I am aware of the fact that what we are dealing with here on this occasion is an important question. I am aware of the fact that this question has deeply stirred the minds and hearts of many Members of this House.....

Shri Kapur Singh (Ludhiana): Outside also.

Shri Nanda: ....and outside also, as the hon. Member puts it. I am quite conscious of my responsibility in whatever position I take in this matter. I may say that I have faithfully gone through the record of the proceedings on the Bill before the House and through the speeches. I say that because for most of the time during this discussion I was not personally present in this House. This discussion has given me a great deal of emotional satisfaction whatever else may be the outcome of it. It has brought out clearly that there is practical unanimity among the representatives of all the parties here, and I take it, of the various political parties in this country, in the matter of the approach to the question of Kashmir. It embraces practically the whole spectrum of party and political opinion. This agreement cuts across, as I said, all distinctions of political parties. This is a welcome feature, and it typifies to my mind the unity of the people of India in relation to all matters affecting the wider national interest. This is a kind of assurance to our people in the coun-

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*Published in Gazette of India—Extraordinary—Part II, Section 2, dated 4th December, 1964.

try, and it is a kind of intimation to all others that being a democracy, we must have political parties, and political parties must function, and yet on any questions affecting the nation as a whole, there are no parties but there is just one nation. I hope that this sense of oneness will, irrespective of party and sectional interests, continue to inspire and govern us with regard to all major policies and questions.

This discussion also reflects a sense of urgency. I recognise that. I appreciate that. It also brought out the very strong concern and solicitude of the Members of the House on all sides for the Indian people who live in Kashmir. And I may say that this Government shares this concern and solicitude and this sense of urgency. And the attitude of the Government cannot, of course, be different from the voice of the people as heard through their representatives. As for what one hon. Member, namely Shri Khadilkar, said, I do not think that even his view was in any way divergent from the approach of the rest of the Members. It only brought out certain aspects which could certainly be reconciled with the broad approach that we wish to adopt.

Therefore, if I have to urge the Members that at this juncture it may be better to follow a different approach from what has been chalked out in the Bill before the House, I hope I shall not be misunderstood and the plea that I am making will not be taken amiss. I shall explain this plea in two ways, first, in terms of the Constitution, that is, the legal and constitutional arguments that arise in this case and secondly in terms also of certain practical considerations, in view of the interests of the nation.

I shall take up first the arguments relating to the Constitution. I take my stand on the Constitution of India as it is. I am a layman. There are luminaries of the legal profession sitting in this House, and at least one of them, my hon. friend opposite participated in this discussion. And I put this to him, and I put this to them, and I put this also to the hon. Mover of the Bill that while we agree to the essential purpose underlying this motion, this purpose will be defeated, and this Bill will itself defeat that purpose instead of achieving it and furthering it—if it is accepted and adopted in this manner.

Shri Bade (Khargone): Question.

Shri Nanda: It is for me to explain that.

Taking the Constitution as it is, let us understand the role of article 370 and then see what happens, if this article is abrogated, or removed and taken out of the Constitution by an amendment of the Constitution on the lines of this Bill.. I have a point to urge regarding the procedure also, that is to say, the procedure adopted about the proposed amendment through this Bill.

The power to amend this Constitution is derived from article 368. If the hon. Member looks at that article, he will find that there is at the bottom a proviso which reads thus; the footnote reads as follows:

> "In its application to the State of Jammu and Kashmir, to art. 368, the following proviso shall be added:—
>
> "Provided further that no such amendment shall have effect in relation to the State of Jammu and Kashmir unless applied by order of the President under clause (1) of article 370.".".

So, my hon. friend will have to take shelter under article 370 itself in order to bring forward an amendment, and certain procedures have to be gone through. I may be corrected if I am wrong. My hon. friend opposite is an expert on constitutional law, and he may correct me if I am wrong. But this is my straight reading of the Constitution. Therefore, as long as we have not taken into consideration

[Shri Nanda]

this qualification or this proviso which excludes the scope of amendments to article 370 without certain steps having been taken under article 370 itself, we cannot amend the Constitution; those steps have not been taken, and, therefore, this Bill will suffer from an inherent disability. This may be taken up later on, if need be and if necessary. But apart from this, if the operation which the Bill visualises, namely, the removal of article 370, is carried out, we are left with a complete void as far as any improvement in the administrative relation with Jammu and Kashmir is concerned hereafter.

There will be a total block in the way of any such further change as we might be intending to make. We have been making changes all the time, every year. I will say something more about that. But any further change on the lines of the extension of the Constitution to Jammu and Kashmir with which we are familiar now, cannot be carried out if we take away art. 370. If it is imagined that by the repeal of art. 370 all the provisions of the Constitution will automatically apply to Jammu and Kashmir, it is a very erraneous reading of the Constitution. As things stand—the impediments in the way of achieving uniformity—it is a question of uniformity in the administrative relations, in the administrative set-up; it is not a question of integration; that should be made clear. It is only about uniformity—the intention to bring about uniformity with the rest of India.—The impediments in the way of uniformity are not created by art. 370. These impediments are strewn through the pages of the Constitution. In a hundred places, there are those provisions which take away the force of application of the Constitution to Jammu and Kashmir. What will happen to them? Remove 370. They remain.

That is not all when you take away 370, all these limitations, exclusions etc. remain. What will happen? The position as it is today gets petrified, frozen. No further progress will be possible.

There is some further point in this connection, and that is important. It is not only a question of the extension of the Constitution through a Presidential Order. It is not that. There is something more which figures. In the text of the articles of the Constitution also there are these qualifications and restrictions. You remove art. 370. What happens to those articles? They still remain. This is a sizable chunk of the Constitution. Articles 308 and 152 make special reference to J. & K. If we repeal art. 370, these references will stand. There is the whole of Part VI, and Part XII relating to services.

I am pointing these out because it does not at all help, whatever be the good intentions of the hon. Mover of the Bill. It does not at all help Jammu and Kashmir or anybody if he ever could succeed in getting this Bill through. We may have a look at Part XXII of the Constitution—art. 394. It is here that apart from art. 1, for which art. 370 itself makes provision, that is, art. 370, clause 1, it brings in art. 1 of the Constitution so far as Jammu and Kashmir is concerned. After that, is the question of the commencement and in the commencement, 394 says that articles 5, 6 etc. shall come into force at once and the remaining provisions of the Constitution shall come into force on such and such date—the provisos.

Therefore, all these things have been excluded. This simple act of taking away this single article, does not take us any further at all—nowhere at all.

The position is this. While the rest of the contents of the Constitution, to which I have made reference, negate the application of the provisions of the Constitution to Jammu and Kashmir—some of them by extension, others directly—the only

avenue of taking the Constitution into Jammu and Kashmir is through the application of the provisions of art. 370. That is the only way of bringing back the Constitution to J. and K. That is my reading of the Constitution.

It is art. 370 which provides for the progressive application of the provisions of the Constitution to Jammu and Kashmir. What does it actually do? As things are, it only regulates the progressive application; it provides for that and regulates, it, affirms it; it does not negate. The negations are elsewhere. It is, therefore, wrong to say that art. 370 has outlived its utility.

An hon. Member said that art. 370 is a wall between Jammu and Kashmir and the rest of India. With reference to that, another hon. Member, Shri D. C. Sharma, said, it is not a question of a wall, it is a big mountain. At the same time, he happened to mentioned the Banihal tunnel also. May I submit to him and the other friends that art. 370 is neither a wall nor a mountain, but that it is a tunnel? It is through this tunnel that a good deal of traffic has already passed and more will.

Shri Alvares (Panjim): Why should we have a tunnel at all?

Shri Nanda: There is no wall between Jammu and Kashmir and India. At the most, you can say it is some kind of a moveable partition. We can move it on our own. There is nothing coming in the way.

Shri Alvares: If it is neither a wall nor a mountain, where is the need for a tunnel?

Shri Nanda: I say, if there is any wall, then this is the tunnel.

It may be urged, 'Do not take a narrow, legal stand. What is the political purpose?' I can understand that. But that purpose is not going to be served by this Bill. This Bill at any rate will have to be brushed aside, set aside. It cannot be taken up at all because it will be very wrong and detrimental to the interest that we have in view. Something else may have to be done.

If this Bill is defective, it can be said, why not immediately do something to remove its deficiencies? That can be said. But this is incapable of being done, because it is not something done to this article, just removing this article and making some amendments. That will not suffice. No tinkering is going to help. A much more extensive operation of the Constitution is inevitable. We will have to make a very comprehensive examination of the provisions of the Constitution. It is not a question of making an amendment here or there. There are many things which have to be done. If it is to be done at all, I do not think it is necessary to bring in an amending Bill for amending the Constitution—I do not think it is necessary. If ever it were, it will have to be a very different kind of thing. It will have to be done after a very full examination and analysis of the various provisions of the Constitution.

Dr. M. S. Aney (Nagpur): Does the hon. Minister maintain that even after full integration, it is necessary to keep this article of the Constitution?

Shri Nanda: If it is the intention to amend, the process of amendment is simpler. The processes are provided in art. 370. I think it was beautifully conceived. The normal process of amendment is subject to stringent conditions. The processes of amendment made available to article 370 are very simple.

15 hrs.

Shri N. C. Chatterjee (Burdwan): Is the hon. Minister prepared to give this House an assurance that

[Shri N. C. Chatterjee]

under clause (3) of article 370, the President will take action. It says:

> "Notwithstanding anything in the foregoing provisions of this article, the President may, by public notification, declare that this article shall cease to be operative or shall be operative only with such exceptions and modifications and from such date as he may specify:"

Therefore, it is given to the President practically to effectuate.....

Shri Khadilkar (Khed): There is a proviso. You are omitting it.

Shri N. C. Chatterjee: I know. There is nothing in the proviso. It says:

> "Provided that the recommendation of the Constituent Assembly of the State referred to in clause (2) shall be necessary before the President issues such a notification."

The Constituent Assembly is gone. Therefore, the proviso is otiose, and, according to my submission, when the Constituent Assembly is not functioning, the proviso does not operate any more, and the President has got unfettered powers to act under clause (3).

Will the hon. Minister give an assurance to the House that the President will be advised, or he is going to consider that? One thing more. The hon. Minister says that in article 368 some rider has been added. What is the rider?

Mr. Speaker: There, he is not right. I agree with the Member.

Shri N. C. Chatterjee: It only says:

> "Provided further that no such amendment shall have effect in relation to the State of Jammu and Kashmir unless applied by order of the President under clause (1) of article 370."

Mr. Speaker: That we will see afterwards, when the Bill has been passed, whether it should be effected or not.

Shri N. C. Chatterjee: I am only pointing out that there is no impediment to the House passing this Bill. The only thing is that it will come into operation in relation to Jammu and Kashmir by an order of the President. That is a purely executive order.

Shri Nanda: I would not hastily give any assurance. I find that in dealing with the Constitution, so many different views are taken. For example, in regard to clause (3), there is another opinion, a very eminent opinion, that this clause has exhausted itself completely.

Shri N. C. Chatterjee: May I know who has said that?

Shri Nanda: We are not debating this. It may be there is a difference between his view and my view; because there are so many indirect onsiderations to be taken into account, it may be that article 368, at any rate, by itself is not sufficient. Other things have to be done, and other things are contingent on something else happening. Therefore, by itself it does not suffice.

As to whether clause (3) is available or not, I am not able to say anything. I do not think I would be right in giving any kind of hasty assurance on the subject, because my stand is very different.

What I am saying is that all that is intended to be secured can be more easily secured There is an easier path available to us, a more handy instrument for us to get the same thing done. Why do we go about bringing in amendments to the Constitution itself with all the processes attendant on that, when article 370 itself enables—not through clause (3) but through clauses (1) and (2)—the President to pass orders

which will enable any entry in the Lists to be taken and applied to Jammu and Kashmir and any other provision of the Constitution? This is available. What remains there is.....

Shri Bade: Shri Chatterjee has taken a very forceful and important objection. that there is no impediment to the passing of the Bill.

Mr. Speaker: That is one argument.

Shri Bade: He is not replying to that. He is reverting to clauses (1) and (2).

Shri Nanda: I am sorry. That was a technical objection to the admissibility of the Bill. I did not take my stand on that. My stand is not that. Otherwise, I would have said let us not proceed with the Bill. I did not say that. I only brought in some considerations which might have a bearing on it. My arugument, my stand, is very different. It is that the passage of this Bill, the acceptance of this Bill by the House is going to create a position where the people of Jammu and Kashmir will suffer very much more, and your object.....

Some hon. Members: How?

Shri Nanda: This is my stand. Let others argue about it.

Shri Bade: It is not correct.

Shri Nanda: I am giving my reading of the Constitution that just removing article 370 does not suffice.

Shri Prakash Vir Shastri Bijnor): The Jammu and Kashmir Members have all supported this Bill.

श्री हुकम चन्द कछवाय (देवास) सारे वर्गों ने इस को सपोर्ट किया है।

Shri Nanda: I have explained two things. One is that if you just take out article 370, does it remove all the provisos which have entered into the various clauses in one way or other? Does it also take away the restrictions and qualifications to the various other articles in the Constitution, where the Constitution is made applicable to Jammu and Kashmir? It does not.

Shri Bade: Let him give an assurance that he will bring in a Bill.

Mr. Speaker: He is opposing this Bill.

Shri Nanda: If I am told and I agree that the purpose can be served only by a Bill, then we can certainly bring in a better Bill, but it is not necessary. The same purpose can be served fully and properly through the utilisation of this. There is nothing wrong about this argument, because it is a fact.

Shri Ranga (Chittoor): Come to your second argument.

Shri Nanda: Why do you want this more elaborate proceedings of bringing in an amendment to the Constitution? We have got the other way.

The proof of it, the evidence that what I am saying has great substance, is that in the past years article 370 has been so used, has been availed of, for this purpose. Hon Members are quite familiar with that process. This article has not remained static. It is through a dynamic process, year after year, that the provision in Jammu and Kashmir has been assimilated in these matters with the rest of India, and this policy, the policy of steady, progressive erosion, has been reiterated here several times. This has been the policy, this was the policy laid before the House several times before by the late Prime Minister and others, and this policy, apart from other considerations which attach to it, does not suffer from any kind of inherent limitation, because it can unfold itself completly. What happens is that only the shell is there. Article 370, whether you keep it or not, has been completely emptied of its contents. Nothing has been left in it. We can regulate it, we can do it in one day,

[Shri Nanda]

in ten days, ten months. That is entirely for us to consider.

Shri Hem Barua (Gauhati): May I seek your indulgence for a moment? May I know if the hon. Minister is aware of the fact that the Plebiscite Front in Kashmir, together with certain communal and political elements within the State are planning to have demonstrations from tomorrow, 5th December; if so, how does the hon. Minister justify his stand, what he has stated just now?

Mr. Speaker: Did he say that he welcomes that demonstration?

Shri Hem Barua: He said everything has been regulated there.

Mr. Speaker: That is about a different thing.

Shri Nanda: I referred to regulated extension of the provisions. Some of the hon. Members made an observation, and that is a point which does really deserve consideration. Hon. Members from the State of Jammu and Kashmir and some others said that there are advantages, benefits, available to the rest of India; why should the people of Jammu and Kashmir be deprived of those benefits? Then, other things are mentioned here. There are various forms of beneficiary relations between the Centre and the States.

Shri Ranga: They get so much more.

Shri Kapur Singh: It is a one-sided benefit.

Shri Nanda: If they are getting so much more because article 370 is still there, I do not know if....

Shri Sham Lal Saraf (Nominated—Jammu and Kashmir): What the Home Minister refers to is that these things do not apply to the State.

Shri Ranga: We have been subsidising all the time.

Shri Nanda: This result has been brought about, the proper extension of those beneficial arrangements, to the State of Jammu and Kashmir, by progressive and successive stages of application of these provisions, and if anything remains which could be of benefit to the people of Jammu and Kashmir and which today has been kept away from them because any provision of this Constitution has not been applied to them, there need not be any delay about that. Hon Members coming from Jammu and Kashmir were deeply concerned about it. I think I can say very clearly that almost every month, every two or three months, a review is taken, and some of these provisions are applied. I might therefore, mention something about it. It will give some idea of what has been happening. This would sink into the minds of hon. Members and that is why I am indicating the process whih can bring about the same results that process has been very active in the past.

Shri Inder J. Malhotra (Nominated—Jammu and Kashmir): It should be expedited.

Shri Nanda: I can understand that plea that it should be expedited and I do not stand up against that idea.

Shri D. C. Sharma (Gurdaspur): What have you done in the last three months to expedite it?

Shri Nanda: I shall say what has been happening in the last few months. Since the new Government took charge there with Mr. Sadiq as the head of that Government, this process has been accelerated and Presidential orders have been issued applying the constitutional provisions relating to the following subjects—welfare of labour, legal, medical and other professions, trade and commerce in and the production, supply and distribution of commodities, price control

gold control, enquiries and statistics, regulation of labour and safety in mines, vital statistics including registration of births and deaths, vocational and technical training, and newspapers, books and printing presses. They are also considering applying provisions relating to elections —Members of Parliament to be elected direct rather than in the manner in which the elections now take place. That is going to be done very soon.

श्री जगदेव सिंह सिद्धान्ती (झज्जर) : मंत्री महोदय कोई तर्क नहीं दे रहे हैं। वे दूसरी बातें लाकर मुख्य विषय जोकि 370 दफा को हटाने का है उसको टालना चाहते हैं। घटनायें न दीजिय, अगर उन के पास कोई तर्क हो तो वे दें।

Shri Nanda: A Bill for changing the nomenclature for Sadr-i-Riyasat and Prime Minister of the State has been referred to a select committee by them. Thus, it would be seen that the progress has been significantly accelerated.

I take this opportunity to inform the House that it has been decided to apply the provisions of articles 356 and 357 also to Jammu and Kashmir. Entries 43 and 78 of the Union List and Entries 33 and 34 of the Concurrent List are also being made applicable. This would show the extent to which both the Government of India and the State Government are constantly keeping the situation in view. Therefore, the area of uniformity is being constantly extended and it is being accelerated and expedited and as I said before, the House would certainly understand from what I have said that anything else which has to be done quickly could certainly be considered and some kind of action could be taken on that.

Shri Hem Barua: When you have done so much, why don't you do the rest?

Shri Nanda: Those who have done so much will certainly do the rest.... *(Interruption.)* Sir, I have to add one or two more observations.

Shri Ranga: That point is enough.

Shri Nanda: It is all right then. The hon. Member appreciates what I have said. I would say something about the question of the status of Jammu and Kashmir. I do not understand why it has been brought in in this context. I believe article 370 has been given too much importance and some kind of a doubt seems to have crept in for which there is no scope at all. They seem to think that there is some kind of a deficiency in relation to the status of Jammu and Kashmir, in the matter of the full integration of Jammu and Kashmir with India. It has been repeatedly stated here and statements were made by the hon. Prime Minister and the late Prime Minister and I would like to refer to them because it is very important that there should be no doubt left on that score. Article 370 does not detract from that status. It is not as if it is not quite complete now and if 370 is removed, it will become full. It is not so at all; it is a wrong reading of the situation. The hon. Prime Minister, when he was the Minister without portfolio, stated very clearly the position. He referred to the Security Council proceedings and said that in the Security Council Mr. Chagla has made it absolutely clear, that the accession of Kashmir to India is irrevocable and the present relationship between Kashmir and India must continue. The irrevocability of this position has been stressed there. There was an occasion when I had the privilege to place before this House something about this question of status. I have said then that there are certain facts of history which cannot be undone. The accession of Jammu

[Shri Nanda]

and Kashmir to the Union of India is a fact of Indian history; it is a fact of world history. There can be no going back on that. Its accession is complete, final and irrevocable; it is as complete as the accession of some of the erstwhile States in the heart of India.

Some observations were made that we were following a weak-kneed policy and that there was vacillation. In that context, let us just consider what I am saying—not as an argument not as a ground for getting rid of something but as the basis or the root of the matter. I may submit that whatever we do here, whatever we decide here, we are not influenced by any extraneous considerations; we have no fear of anyone saying something; we are only influenced by considerations of national interest and not fear of somebody else. We have several objectives to be achieved and to be pursued. There has to be a comprehensive strategy in which each one of these elements has a proper place and anything which is considered must fit into that strategy. There was the question of psychology referred. That also has to be looked into at both ways. I do not want to elaborate that point. In dealing with a situation, we have to deal with it successfully, effectively and gain our objectives and not simply get the satisfaction of having done something and get done with these things. We do not get done with these things. I, therefore, make this appeal that we are set on the same objective. There is no disagreement regarding that. That is the thing has to be achieved as speedily as possible, there is also no difference about it. I only suggest that the other way is not the better way and the way which I have suggested for achieving the result is better, easier and the simpler way and it helps us in other ways also.

Shri Hari Vishnu Kamath (Hoshangabad): On a point of clarification, Sir. Will the Home Minister be pleased to tell this House whether there are at the moment any political groups or elements in the State of Jammu and Kashmir who are opposed to fuller integration of that State with India or to the abrogation of article 370, and if it be not so, why this hesitancy?

Shri Nanda: No responsible person in that State is opposed, and particularly the Government of Jammu and Kashmir now is fully helpful in making progress with all these things.

श्री प्रकाशवीर शास्त्री : अध्यक्ष महोदय, जम्मू-काश्मीर का इतिहास स्वतंत्रता के बाद भारत सरकार की भूलों का इतिहास है। मैं यह सोच रहा था कि आज गृह मंत्री श्री गुलजारीलाल नन्दा, उन पुरानी भूलों का प्रायश्चित इस विधेयक के सम्बंध में सरकार की ओर से उत्तर देते हुए करेंगे। संसद के इतिहास में ऐसे अवसर बहुत कम आए हैं कि जब किसी प्रश्न पर सारी संसद एकमत हो कर अपनी राय व्यक्त रे। जम्मू-काश्मीर राज्य सम्बंधी धारा 370 को संविधान से हटा दिया जाये, इस उद्देश्य से मैंने जो विधेयक इस सदन के सामने रखा है, वह एक ऐसा विधेयक है, जिस पर संसद के सभी दलों के सदस्यों ने समान रूप से अपनी सहमति व्यक्त की है। लेकिन मुझे बड़ा दुःख है कि जो सरकार जनतंत्र की दुहाई देती है, उस सरकार ने जनतंत्र का जो सब से बड़ा परीक्षण-स्थल लोक सभा है, उस में सब सदस्यों के द्वारा सर्वसम्मति से राय व्यक्त करने के बाद भी इस विधेयक को स्वीकार नहीं किया है जहां यह एक इतिहासिक घटना भी कि। एक विधेयक को सदन का सर्व-सम्मत समर्थन मिला, मैं समझता हूं कि लोक सभा के इतिहास की यह भी एक इतिहासिक भूल होगी कि सरकार ने उस सर्व-सम्मत समर्थन को भी स्वीकार नहीं किया।

इस समय मैं उस पृष्ठभूमि में नहीं जाना चाहता कि जब यह दुखद धारा संविधान में आई थी, तो लोह-पुरुष, सरदार वल्लभ भाई पटेल कैसे और क्यों हृदय से इससे सहमत नहीं थे। वह एक दूसरा विषय है, जो इस प्रसंग से बाहर हो जायेगा। लेकिन मैं इतना अवश्य कहना चाहता हूं कि संविधान की धारा 370 पर यह स्पष्ट लिखा हुआ है कि यह आपात्कालीन उपबन्ध है। परन्तु क्या आपात्कालीन उपबन्ध सतह साल तक चला करते हैं ? आपात्कालीन उपबन्ध सामान्यतया कुछ दिनों के लिए हुआ करते है, कुछ महीनों के लिए हुआ करते हैं या कुछ वर्षों के लिए हुआ करते हैं। अनिश्चित काल तक के लिए लोहे की दीवार बना कर तो आपात्कालीन उपबन्ध नहीं खड़े किये जाते।

इस विधेयक के सम्बंध में गृह मंत्री ने कहा है कि इस में कुछ कानूनी कमजोरियां रह गई हैं। मुझे बड़ी खुशी होती, अगर गृह मंत्री अपने उत्तर में यह कहते कि प्रकाश वीर शास्त्री ने जो विधेयक उपस्थित किया है, उस में कुछ कानूनी दुर्बलतायें है, इसलिये सरकार इस विधेयक को स्वीकार कर के एक प्रवर समिति या सिलेक्ट कमेटी, को भेजने का प्रस्ताव करती है, जिससे उन कानूनी कमजोरियों को दूर कर लिया जाये और पूर्ण विधेयक संसद में लाया जाये।

अथवा फिर अगर गृह मंत्री अपनी ओर से यह प्रस्ताव उपस्थित करते कि चूंकि इस विधेयक में कानूनी दृष्टि से अमुक अमुक दुर्बलतायें रह गई है, इसलिए सरकार विधेयक की भावना से सिद्धांततः सहमत होते हुए अपनी ओर से इस प्रकार का एक विधेयक लायेगी, तो भी शायद हम उनके प्रस्ताव को स्वीकार कर सकते।

अथवा ये दोनों मार्ग न अपना कर अगर गृह मंत्री केवल यही कह देते कि भारत का संविधान जिस तरह भारत के अन्य राज्यों में लागू होता है, उसी तरह वह संविधान पूर्णतया, सौलह आने, जम्मू-काश्मीर राज्य पर भी लागू होगा, तो मैं समझ लेता कि इस सदन के सदस्यों ने इस विधेयक का जो सर्वसम्मत समर्थन किया है, उससे प्रभावित हो कर सरमाडु इस विधेयक के उद्देश्यों को पूरा करने की दिशा में कुछ आगे बढ़ी है।

लेकिन मेरा अपना अनुमान यह है कि सरकार के शासन के रथ पर कर्ण के साथ कोई शल्य भी बैठा हुआ है, जो कि पिछले सतह वर्षों से सरकार को काश्मीर के संबंध में कोई सत्परामर्श नहीं दे रहा है। समय समय पर सरकार को इस प्रकार की बातें कहता है कि इस धारा को हटा देने से अमुक अमुक दुष्परिणाम होंगे। इस का सब से बड़ा प्रमाण यह है कि इस विधेयक के संसद में आने के बाद शासकीय दल के सब सदस्य, इसका समर्थन कर रहे थे, लेकिन इसके बाद जब पाकिस्तान के विदेश मंत्री ने एक वक्तव्य में यह कहा कि धारा 370 को हटाने से बड़ी खतरनाक स्थितियां उत्पन्न हो जायेंगी, तो सरकार डर गई। (*Interruptions*)

कुछ माननीय सदस्य : नहीं, नहीं।

श्री प्रकाशवीर शास्त्री: गृह मंत्री का भाषण उसी पृष्ठभूमि में दिया गया है। लेकिन मैं यह जानना चाहता हूं कि अगर सरकार इसी तरह अन्तर्राष्ट्रीय कठिनाइयों से बचती रहेगी, तो काश्मीर के सम्बंध में ऐसी कौन सी अन्तर्राष्ट्रीय कठिनाई है जो आज नहीं है और कल होने वाली है।

पाकिस्तान का काश्मीर के सम्बंध में क्या रवैया है और भारत की काश्मीर के सम्बंध में क्या नीति है, यह सरकार की ओर से दिया गया एक प्रश्न का उत्तर स्पष्ट करता है। अभी 30 नवम्बर को मैंने लोक सभा में यह प्रश्न पूछा था कि मुझे पता चला है कि काश्मीर का जो भाग आजाद काश्मीर कहलाता है, वहां के राष्ट्रपति खुरशीद को

[श्री प्रकाशवीर शास्त्री]

पाकिस्तान गवर्नमेंट ने गिरफ्तार कर लिया है, वहां के झंडे हटा कर अपने झंडे लगा दिये हैं और उन के सरकारी कर्मचारियों को हटा कर अपने एडमिनिस्ट्रेटर भेज दिये हैं, इसलिये सरकार इस सम्बंध में सुरक्षा परिषद् में जा कर शिकायत क्यों नहीं करती? भारत, सरकार की ओर से उत्तर दिया गया कि हां ऐसा हमने समाचारपत्रों में पढ़ा है। मैं यह पूछना चाहता हूं कि इस सरकार का हाई कमिश्नर वहां बैठ कर क्या करता है जिसको इस प्रकार की जानकारी भी नहीं है? समाचारपत्रों में पढ़ने के बाद जब सरकार ने विरोध-पत्र भेजा, तो उसका क्या परिणाम हुआ? इस दुर्बल सरकार का यह उत्तर सुनिये कि हमारे विरोध-पत्र का पाकिस्तान सरकार ने कोई जवाब नहीं दिया।

आज स्थिति यह है कि पाकिस्तान ने आज़ाद काश्मीर के झंडे हटा कर अपने झंडे लगा दिए, अपने एडमिनिस्ट्रेटर वहां पर भेज दिये और इस सरकार के विरोध-पत्र कोई का उत्तर नहीं दिया। लेकिन जब पाकिस्तान के विदेश मंत्री ने एक वक्तव्य निकाल दिया तो सरकार का मस्तिष्क बदलने लगता है, उसके निर्णय बदलने लगते हैं, उस की नीति बदलने लगती है।

मुझे क्षमा किया जाये, आज मैं यह कहना चाहता हूं कि अगर रूस ने सुरक्षा परिषद् में अपनी वीटो अधिकार का प्रयोग न किया होता, तो काश्मीर में हिन्दुस्तान की स्थिति कभी की भयंकर हो गई होती। उस वीटो-अधिकार के कारण ही हमने काश्मीर को काश्मीरियों के सम्मान के अनुरूप आज तक बचा कर रखा, लेकिन आज सरकार यह बात कान खोल कर सुन ले कि आज रूस ख्रुश्चेव के हाथ में नहीं है, कल को रूस की नीति क्या बनेगी, इसके बारे में सरकार भी अधिकारपूर्वक कुछ नहीं कह सकती है। अगर यह सरकार धारा 370 को नहीं हटाती है, और धारा 370 इसी प्रकार बनी रहती है, तो भारत सरकार अपनी ओर से दुनिया में इस बात का सन्देह बने रहने का मौका देती है कि जम्मू-काश्मीर भारत के अन्य राज्यों की तरह से भारत का अंग नहीं है।

एक बात यह भी कही गई है कि इस बारे में कुछ कानूनी विशेषज्ञों की राय ली जायेगी। मुझे बड़ा दुख होता है कि जब काश्मीर के प्राइम मिनिस्टर, श्री सादिकभी जगह जगह यह कहते हैं कि हम धारा 370 को हटाने के पक्ष में हैं, लेकिन इसबारे में कुछ कानूनी विशषज्ञों की राय ली जाये। मैं निवेदन करना चाहता हूं कि भारत सरकार की ही कैबिनेट के एक मैम्बर, श्री छागला, ने सुरक्षा परिषद् से लौटने के बाद पार्लियामेंट में अपना पहला वक्तव्य यह दिया था कि धारा 370 को संविधान से हटा देना चाहिए। क्या उन से बड़ा कोई कानूनी विशेषज्ञ हो सकता है? उस के बाद सुप्रीम कोर्ट के वकील और इस सदन के एक माननीय सदस्य, श्री एन० सी० चटर्जी, ने अपने भाषण में कहा कि धारा 370 को हटा देना चाहिए। मैं पूछना चाहता हूं कि इस सरकार के पास और कौन सा कानूनी विशेषज्ञ इन से बड़ा मस्तिष्क हैं, जिन की राय यह सरकार लेना चाहती है।

और बड़ी बात तो यह है कि धारा 370 तो पहले से ही आधी मरी हुई है। धारा 370 में जम्मू-काश्मीर की कांस्टीट्यूएन्ट एसेम्बली की चर्चा है। क्या आज जम्मू-काश्मीर में कोई कांस्टीट्यूएन्ट एसेम्बली है? धारा 370 में जम्मू-काश्मीर के राजा की चर्चा है। क्या आज जम्मू-काश्मीर में कोई राजा है? इस लिये भारत के संविधान में इस अध-मरी धारा को रख कर क्या संविधान की पवित्रता को नष्ट करना नहीं है? यह संविधान के साथ भी अन्याय करना है और

देश की भावना के साथ भी अन्याय करना करना है ।

इस सरकार की दुर्बल गतिविधियों और नीतियों के दुष्परिणाम क्या हो रहे हैं ? अभी कल-परसों शोपुर में जनमत संग्रह मोर्चे की ओर से जो कांफ्रेंस हुई है, उस में उस मोर्चे के नेता, शेख अब्दुल्ला, ने यह घोषणा की है कि एक भारत सरकार नहीं, एक हजार भारत सरकारें भी काश्मीरियों के जनमत के अधिकार को नहीं छीन सकतीं ।

इस के अलावा, जसा कि श्री हेम बरुआ ने कहा है, कल 5 दिसम्बर, को काश्मीर में एक नया झंडा लहराया जा रहा है जो पाकिस्तान का झंडा है । यह नया झंडा भी बिल्कुल वही झंडा है । उसके एक कोने पर अल्पसंख्यकों की प्रतीक सफ़ेद पट्टी है और बाकी सारा हरा झंडा है । एक कोन पर चांद-तारा लगा हुआ है और एक कोने पर दो हाथ मिले हुए हैं, जो कि पाकिस्तान और काश्मीर के आपस में होने वाले पैक्ट का प्रतीक बताये हैं । यह झंडा कल काश्मीर में लहराया जायेगा ।

यह सरकार संविधान में धारा 370 को रख कर काश्मीरी जनता के लिए सन्देह पैदा कर रही है, जिस के परिणामस्वरूप उस के मन में अपने भाग्य के सम्बन्ध में आशंका उत्पन्न हो गई है । पिछली बार, माननीय सदस्य, श्री समनानी, ने अपने भाषण में कहा था कि अगर सरकार की इस नीति का कोई दुष्परिणाम निकला, तो हम अपने बच्चों को क्या जवाब देंगे ?

सरकार की दुर्बल नीतियों के कारण जम्मू-काश्मीर की स्थिति जैसी बनती चली जा रही है और अन्तर्राष्ट्रीय स्थिति कल जैसे बदलने जा रही है, अगर उस के परिणामस्वरूप जम्मू-काश्मीर हमारे हाथ से चला गया, तो श्री नन्दा क्षमा करें, वे हजारों विधवायें, जिन के पति 1947 में काश्मीर की रक्षा के लिए लड़ते हुए मारे गए थे, वे हाजारों बच्चे जो अपने पिताओं के मारे जाने से आज अनाथ बने हुए हैं, ब्रिगेडियर उस्मान की विधवा पत्नी, डा० श्यामाप्रसाद मुकर्जी की आत्मा और जम्मू-काश्मीर के लाखों लोग इस अपराध को क्षमा नहीं कर सकेंगे कि सत्रह साल के बाद भी यह सरकार दृढ़ता से कोई निर्णय नहीं ले सकी ।

अपनी बात को समाप्ति की ओर ले जाते हुए मैं सरकारी बैंचों पर बैठे हुए अपने उन भाइयों को धन्यवाद देना चाहता हूं, जिन्होंने मेरे इस विधेयक का समर्थन किया। मुझे यह भी पता लगा है कि इस सरकार ने अपनी दुर्बल नीति को छिपाने के लिये व्हिप जारी किया है कि वे इस विधेयक पर मत न दें और इस प्रकार इसका विरोध करें, । मैं अपने उन भाईयों से कहना चाहता हूं कि यदि वे मेरे विधेयक के विरोध में मत देंगे तो हो सकता है, कि यह विधेयक गिर जाये, लेकिन वे याद रखें कि हिन्दुस्तान का इतिहास उन को कभी इस बात के लिए क्षमा नहीं कर सकेगा । वे आज अपनी आत्मा की आवाज के आधार पर मत दें, किसी व्हिप के आधार पर मत न दें । पार्टियां छोटी होती हैं, देश सब से बड़ा होता है । इतिहास में जब यह लिखा जायेगा कि इस प्रकार सर्वसम्मत समर्थन मिलने के बाद भी केवल एक मंत्री के खड़े हो कर विरोध करने के कारण सब लोगों की राय बदल गई, तो लोक-सभा के इतिहास में जनतंत्र की भी हत्या हो जायेगी और वे भी अपनी आत्मा की हत्या करेंगे ।

आखिर में मैं यह कहना चाहता हूं कि जिस ढंग से सरकार इस विधेयक का विरोध कर रही है और धारा 370 को संविधान में जारी रखने की बात कर रही

[श्री प्रकाशवीर शास्त्री]

है, उस का दुष्परिणाम यही होगा कि जम्मू-काश्मीर में ही आन्दोलन नहीं उठेगा सारे हिन्दुस्तान में भारी आन्दोलन उठेगा। याद रखिये, जिस समय आप इस विधेयक को गिरायेंगे, तो आप मेरे विधेयक को नहीं गिरायेंगे, अपनी पार्टी की प्रतिष्ठा को गिरायेंगे और देश की भावनाओं का आप अपमान करेंगे। मैं चाहता हूं कि फिर से आप एक बार गम्भीरता से विचार कर लें। आज के ये क्षण, ऐतिहासिक क्षण, भारत के इतिहास के लिए हैं, एक बहुत ही महत्वपूर्ण प्रश्न के सम्बन्ध में हम निर्णय लेने जा रहे हैं। कोई भूल मत कीजिये; सुबह का भूला हुआ शाम को घर आजाय तो उसे भूला नहीं कहते हैं। मैं फिर कहता हूं मन्त्री जी से कि आप इस के ऊपर फिर से विचार करें।

Shri Shivaji Rao S. Deshmukh (Parbhani): On a point of order, Sir. The hon. Home Minister referred to article 368 of the Constitution and said that in terms of that article, the mover of the Bill has no authority to move the Bill which he has moved. He has referred to the proviso also. You were pleased to remark that, that proviso has something to do with the coming into operation or coming into effect of the Bill and that stage would be after the passing of the Bill. Besides this provision, I wish to draw your attention to the further fact that every Bill, including a Bill for amending the Constitution, has to receive the assent of the President in order to become effective. That means, every Bill which requires Presidential assent should be capable of receiving Presidential assent. But here the position would be, if we pass this Bill, regardless of the fact whether it will come into effect or not, it is certain that the President of India, even if he so desires, cannot assent to this Bill . . .

Mr. Speaker: It would not come into effect unless the President applies this provision.

Shri Shivaji Rao S. Deshmukh: You were pleased to state that the Bill will not come into effect unless the President gives his assent. My contention is quite different. You say that even if the President gives the assent, since article 370 is mentioned in this Bill, unless Jammu and Kashmir is referred to, it will not come into effect. For a Bill to come into effect regarding Jammu and Kashmir, a reference to Jammu and Kashmir under article 370 is necessary.

My contention is that the President of India, even if he so desires, cannot give his assent to this Bill, because the House cannot obviously pass a Bill which, regardless of coming into effect, cannot even receive the President's assent.

Article 152 specifically says that the whole part is not applicable to Jammu and Kashmir. Can there be an amendment of a statute, more so of the Constitution of India, which has got the effect of rendering the whole or a considerable portion of that statute ineffective? For instance, if article 152 remains as it is, it will mean that the whole part relating to the States will not be applicable to Jammu and Kashmir and yet, article 370 will not be there.

Mr. Speaker: The Minister has already said that this Bill shall not have any effect. If article 370 is removed, there are other articles of the Constitutions that make other provisions.

Shri Shivaji Rao S. Deshmukh: The Minister has stated that this Bill shall not have effect. I say that even if the people and Government of Jammu and Kashmir were to agree to it, and even if this Bill were to receive the President's assent, even then in the form in which the Bill stands, the whole part of the Constitution shall be rendered ineffective. Therefore, on the principle that there can be no amendment of a statute which renders

the statute itself ineffective, this Bill is out of order.

श्री नन्दा : मैं जो टैक्नीकल सवाल उठाया गया है, उसके बारे में कुछ नहीं कहना चाहता हूं। उस पर मैं नहीं जाना चाहता। लेकिन कुछ सफाई मैं देना चाहता हूं उसके बारे में जो श्री प्रकाशवीर शास्त्री जी ने कहा है। उनके दिल में जो भावनायें हैं, जो जज्बात हैं, वे हमारे दिलों में नहीं हैं, यह मैं नहीं मानता हूं। इस चीज को मान नहीं लिया जाना चाहिये। हमारे ऊपर जिम्मेदारियां भी हैं और मैं समझता हूं कि आप इसको अच्छी तरह से जानते हैं। उनमें और हमारे में कोई मतभेद नहीं है। जल्दी सब कुछ हम करना चाहते हैं। लेकिन जो करने का तरीका हो, वह अच्छा होना चाहिये, ठीक होना चाहिये, ज्यादा अच्छा होना चाहिये। पाकिस्तान क्या कहता है या भुट्टो साहब क्या कहते हैं, उसका असर हम पर नहीं पड़ता है। हमारा जो अपनी पालिसियां हैं, वे पहले से बनी हुई हैं।

Mr. Speaker: The question is:

"That the Bill further to amend the Constitution of India be taken into consideration."

The Lok Sabha divided.

श्री मधु लिमये (मुंगेर) : मुझे कोई जगह नहीं दी गई है।

अध्यक्ष महोदय : आपको किस में शामिल कर लूं?

श्री मधु लिमये : हक में मैं देना चाहता हूं।

श्री स० मो० बनर्जी (कानपुर) : मैं भी हक में देना चाहता हूं।

श्री चं० लाल चौधरी (महुआ) : मैं "नो" में वोट देना चाहता हूं।

Division No. 8 **AYES** **[15.38 hrs.**

Alvares, Shri
Aney, Dr. M. S.
Bade, Shri
Banerjee, Shri S. M.
Barua, Shri Hem
Chatterjee, Shri N. C.
Daji, Shri
Dwivedy, Shri Surendranath
Gokaran Prasad, Shri
Gupta, Shri Kanshi Ram
Kachhavaiya, Shri
Kamath, Shri Hari Vishnu
Limaye, Shri Madhu
Lohia, Dr. Ram Manohar
Mukherjee, Shri H. N.
Pandey, Shri Sarjoo
Rajyalaxmi, Shrimati
Shashank Manjari, Shrimati
Shastri, Shri Prakash Vir
Siddhanti, Shri Jagdev Singh
Singh, Shri Y. D.
Swamy, Shri Sivamurthi
Utiya, Shri

NOES

Abdul Wahid, Shri T.
Achal Singh, Shri
Achuthen, Shri
Alva, Shri A. S.
Bahunath Singh, Shri
Bal Krishna Singh, Shri
Balkrishnan, Shri
Balmiki, Shri
Barkataki, Shrimati Renuka
Barua, Shri R.
Barupal, Shri P. L.
Basappa, Shri
Beera, Shri
Bhagat, Shri B. R.
Bhagavati, Shri
Bhakt Darshan, Shri
Bhanja Deo, Shri L. N.
Brahm Prakash, Shri
Brjeshwar Prasad, Shri
Chandrabhan Singh, Shri
Chandriki, Shri
Chaturvedi, Shri S. N.
Chaudhury, Shri Chandramani Lal
Chaudhuri, Shri D. S.
Chaudhuri, Shri Sachindra
Chavan, Shri D. R.
Chavda, Shrimati Johraben
Chuni Lal, Shri
Daljit Singh, Shri
Das, Shri B. K.
Das, Shri N. T.
Deo Bhanj, Shri P. C.
Deshmukh, Shri Shivaji Rao S.
Dey, Shri S. K.
Dhuleshwar Meena, Shri
Dighe, Shri
Dixit, Shri G. N.
Dubey, Shri R. G.
Dwivedi, Shri M. L.
Gandhi, Shri V. B.
Ganga, Devi, Shrimati
Guha, Shri A. C.
Hanumanthaiya, Shri
Hem Raj, Shri
Imbichibava, Shri
Iqbal Singh, Shri
Ismail, Shri M.
Jamunadevi, Shrimati
Joshi, Shrimati Subhadra
Jyotishi, Shri J. P.
Kabir, Shri Humayun

NOES—*Contd.*

Kanungo, Shri
Kedaria, Shri C. M.
Khadilkar, Shri
Khan, Shri Shahnawaz
Khanna, Shri Mehr Chand
Khanna, Shri P. K.
Kindar Lal, Shri
Koujalgi, Shri H. V.
Koya, Shri
Kripa Shankar, Shri
Krishnamachari, Shri T. T.
Lalit Sen, Shri
Laskar, Shri N. R.
Mahtab, Shri
Mahishi, Shrimati Sarojini
Malaichami, Shri
Malaviya, Shri K. D.
Marandi, Shri
Maruthiah, Shri
Mathur, Shri Shiv Charan
Mehrotra, Shri Braj Bihari
Mehta, Shri Jashvant
Melkote, Dr.
Menon, Shri Krishna
Minimata, Shri
Mishra, Shri Bibhuti
Mishra, Shri M. P.
Misra, Shri Shyam Dhar
More, Shri K. L.
Mukane, Shri
Murthy, Shri B. S.
Murti, Shri M. S.
Musafir, Shri G. S.
Muthiah, Shri
Naik, Shri D. J.
Nanda, Shri
Nigam, Shrimati Savitri
Niranjan Lal, Shri
Oza, Shri
Pande, Shri K. N.
Panna Lal, Shri
Pant, Shri K. C.
Patel, Shri Chhotubhai
Patel, Shri P. R.
Patil, Shri J. S.
Patil, Shri V. T.
Pillai Shri Nataraja
Prabhakar, Shri Naval
Pratap Signh, Shri
Rai, Shrimati Sahodrabai
Rajdeo Singh, Shri
Raju, Dr. D. S.
Raju, Shri D. B.
Ram Sewak, Shri
Ram Subagh Singh, Dr.
Ram Swarup, Shri
Rampure, Shri M.
Rane, Shri
Rao, Shri Jaganatha
Rao, Shri Rajagopala
Rattan Lal, Shri
Reddy, Srimati Yashodal
Roy, Shri Bishwanath
Sadhu Ram, Shri
Saha, Dr. S. K.
Saigal, Shri A. S.
Samanta, Shri S. C.
Sanji Rupji, Shri
Satyabhama Devi, Shrimati
Sen, Shri P. G.
Shah, Shri Manubhai
Shakuntala Devi, Shrimati
Sharn Nath, Shri
Sharma, Shri D. C.
Sheo Narain, Shri
Shree Narayan Das, Shri
Siddananjappa, Shri
Sidheshwar Prasad, Shri
Singh, Shri R. P.
Sinha, Shri Satya Narayan
Sinha, Shrimati Ramdulari
Sinha, Shrimatii Tarkeshwari
Sonavane, Shri
Soy, Shri H. C.
Srinivasan, Dr. P.
Subbaraman, Shri
Subramaniam, Shri C.
Subramanyam, Shri T.
Sumat Prasad, Shri
Swamy, Shri M. P.
Tahir, Shri Mohammad
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tiwary, Shri R. S.
Tombi, Shri
Tripathi, Shri Krishna Deo
Tula Ram, Shri
Tyagi, Shri
Uikey, Shri
Upadhyaya, Shri Shiva Dutt
Vaishya, Shri M. B.
Varma, Shri Ravindra
Veerabasappa, Shri
Vijaya Ananda, Maharajkumar
Wadiwa, Shri
Wanik, Shri Balkrishna

Mr. Speaker: The result of the division is as follows:

Ayes 23; Noes 157.

The motion is not carried by a majority of the total membership of the House and by a majority of not less than two-thirds of the Members of the House present and voting. Therefore, it falls through.

The motion was negatived.

15.40 hrs.

HINDU MARRIAGE (AMENDMENT) BILL

(Amendment of Section 13)

Shri D. C. Sharma: (Gurdaspur): Sir, I beg to move:

"That the Bill further to amend the Hindu Marriage Act, 1955, be taken into consideration."

I have also tabled certain amendments. My first amendment is that on page 1, line 1 of the Bill, for "thirteenth year", we should substitute "fifteenth year". This is of course, in the Enacting Formula. My second amendment is that on page 1, line 4, for "1962", we should substitute "1964". My third amendment is that on page 1, for lines 12 to 14, we should substitute "(1A) Either party to a marriage, whether solemnised before or after the commencement of this Act, may also present a petition for the dissolution of the marriage by a decree of divorce on the ground . . ."

Sir, I do not want to give a very long speech, but I want to bring home

one or two points to the hon. Members of this august House. My first point is this. The Hindu Law has been a very, very vast subject. As the Hindus have had many shastras so the Hindus have had many lawgivers so far as social polity is concerned. Therefore, there has been no uniformity so far as Hindu Law is concerned, whether with regard to property or adoption or marriage or solemnisation of the marriage or dissolution of the marriage, etc. The map of Hindu Law, as I have said already, has been a very, very variaged map.

15.44 hrs.

[SHRI SANAVANE *in the Chair*]

But there has also been another factor which has been operative in Hindu society and amongst the lawgivers of Hindu society. I do not want to mention the names of Yajnavalkya, Manu and all those great rishis who have adorned the pages of Indian history. I only want to suggest one thing and that is this, that the Hindu religion, apart from its fundamentals, has shown rather a degree of adjustibility and flexibility. The Hindu religion, so far as its social organisation is concerned, has been a religion moving with the times, adjusting itself to new circumstances and changing under new pressures. In other words, Hindu religion and Hindu shastras have been dynamic. They have not shown any rigidity of approach or any unflexibility so far as the matter of acceptance goes. Every age has new social pressures and new social adjustments to make. Every age is confronted with new social forces, new economic trends and new changes so far as the organisation and structure of the society is concerned. If I look back upon the Hindu society, I must say that we have undergone innumerable changes and most of those changes have been for the better. They have enabled us to live in accordance with new circumstances and in accordance with new social motivations. But nowhere has the change been as rapid and kaleidoscopic as in the twentieth century. Twentieth century has been a century of cataclysmic changes. At one stroke we have emerged from the scientific age into the technological age and, naturally, this has been responsible for some of the changes in the social structure also. It was in view of these changing mores of society that the Hindu Code Bill was passed by this august House sometime back.

I remember one foreign journalist going to our late Prime Minister, Shri Jawaharlal Nehru and talking to him about some of the good things which he had done to this country. I do not want to go into those details, but nobody can deny that modern India in every respect bears the imprint of his great personality. While that gentleman was talking about Five Year Plans, this thing and the other things, Pandit Nehru said that people had been very sensitive to what he had done in the economic field and international field and also in the field of diplomacy, but there was one thing about which he felt very happy and that was about the social legislation for which he had been responsible, but very few persons had taken note of that. I believe that the social legislation which was sponsored under his leadership is one of the great factors of our life today. In that social legislation there is the Untouchability Offences Bill and so many other things. There is also the Hindu Code Bill. Those of us who were Members of the House at that time remember that so far as the Hindu Code Bill was concerned, it referred to three things. First is the sanctity of Hindu marriage. I do not think our Government has done anything to vitiate that sanctity. It has tried to keep that sanctity intact. That sanctity which is for us the heritage of our forefathers and ancestors has not been touched. The Hindu marriage is still, by and large, a sacred covenant made before the sacred fire, postulating fidelity. That is one thing.

[Shri D. C. Sharma]

Secondly, there came a time when a Hindu coulud take as many wives as he wanted. The right of a Muslim was restricted, but the right of a Hindu was unrestricted. It was like China. Of course, in China the position was much worse than what we had. In China, one could have a whole shipload of concubines. I am sure they could practise it even now though they may not openly admit it in public. But, in our country, we used to have the right for a Hindu to have more than one wife. If there is anything today of which I feel proud, it is this, that now Hindu marriage is a monogamous marriage. The principle of monogamy has been enshrined in the Indian Constitution, in our Acts of Legislature; it is observed by our courts of law and it is the prevailing practice all over India. If nothing else, the Hindu Code Bill has made this thing possible, and I think it has very far-reaching effects.

The third thing for which it was responsible was laying down the conditions for the dissolution of marriage. There was a time when we used to say that marriages are made in heaven. I can tell you that when once I went to an astrologer before I became a Member of the Lok Sabha, he told me that my mother was my mother in my previous life, that my father was my father in my previous life and my wife in this life had been my wife in my previous existence also. Now, that may or may not be true. But this kind of feeling used to exist.

Now, we are living in a different age. Arthur Koestler has been discussing Japan in some of his articles; he says Japan is full of contradictions. So is every country, so is every nation, he says. On the one hand, Japan is induustrialised, westernised and transistorised; on the other hand, it believes in various primitive things. We also have a predilection for getting westernised. We may deny it but in so many of our habits we are getting westernised. Take, for instance, the habit of taking tea. I do not know whether it is a good habit or a bad habit, but I acquired it from the fiotme-land of my hon. colleague, Professor Hiren Mukerjee. I had never tasted tea before I went to Bengal to study for my MA class. Tea is a symbol of the westernisation of society; it is a symbol of the industrialisation of society. We are having so many other things. These things which we are experiencing these days are also leading to many more things. One of those things is marriage.

Marriage is the keystone of the social fabric of every country. It is the foundation on which our social structure stands. But marriage is also subject to many kinds of pressures, social, economic, psychological and others. Could a gentleman of the 18th century talk of social pressures? Could a gentleman of the 19th century talk of social progress or psychological pressures? Psychology is a new-born baby. But it has become very, very lusty. It has acquired the strength of a giant and it is over shadowing whatever we do. Even today when we are talking about article 370 of our Constitution our Home Minister referred to the Psychological aspect of it. So, everything has a psychological aspect; marriage also is not free from that. It is in view of this that I have brought forward this Bill.

Now, what do I want? I want that the right to apply for divorce on the ground that cohabitation has not been resumed for a space of two years or more after the passing of a decree for judicial separation, or on the ground that conjugal life has not been restored after the expiry of two years or more from the date of decree for restitutional or conjugal rights should be available. I want to underline the next words, to both the husband and the wife, as in such cases it is clear that the marriage has proved a complete failure. There is, therefore, no justification for making the right available only to the party

who has obtained the decree in each case. For instance, a husband gets a decree for judicial separation and does not meet his wife in his home. Then the decree becomes a farce. Or a wife obtains a decree for judicial separation and keeps the husband at arms length, away from her. Even then it is not workable. In this egalitarian society which we are building up, I think it should not be left to one person, either the wife or the husband, to be the arbiter of the other's destiny; both of them should be co-arbiters. Both of them should be placed on the same footing, so far as the law is concerned; both of them should be put on par, so far as legal proceedings are concerned. Now the person in whose favour the decree is given has a whip hand and the person against whom the decree is given plays, I would say, the second fiddle. I think obviously it is unjust. Apparently, it is unworkable. Quite honestly I would admit that it is something that is not to be permitted in society. Therefore, I say:—

16.00 hrs.

"In section 13 of the Hindu Marriage Act, 1955,—

(i) in sub-section (1),—

(a) the word "or" at the end of clause (vii) shall be omitted; and

(b) clauses (viii) and (ix) shall be omitted;

(ii) after sub-section (1), the following sub-section shall be inserted, namely:—

"(1A) Either the husband or the wife may also present a petition for the dissolution of his or her marriage by a decree of divorce on the ground—

both of them are placed at par with each other—

"that there has been no resumption of cohabitation as between the parties to the marriage for a period of two years or upwards after the passing of a decree for judicial separation in a proceeding to which they were parties; or

that there has been no restitution of conjugal rights as between the parties to the marriage for a period of two years, or upwards after the passing of a decree for restitution of conjugal rights in a proceeding to which they were parties"."

At the same time, in order to avoid any hardship of which I am aware and of which the Ministry of Law is also aware—I think, it is much more aware than I am—I have said that either party to a marriage, whether solemnized before or after the commencement of this Act, may also present a petition for the dissolution of the marriage by a decree of divorce on the grounds specified. That is to say, this Bill will have retrospective effect.

This Bill has been discussed in books. There is a book, *Hindu Law of Marriage*—I do not want to read the whole of it—and in that book also it has been said that this is a very arbitrary clause. Then, another gentleman has also written a book on the Hindu Marriage Act and he has also supported me. He has said:—

"Withdrawal of society without reasonable cause gives rise to the action for restitution of conjugal rights. The essence of this action is that married persons are bound to live together. In spite of such a decree the court cannot compel the respondent to live together with the applicant."

It cannot be an act of compulsion; it has to be an act free will and free will is lacking in it.

[Shri D. C. Sharma]

Then, there was a High Court judgment in the Punjab in Kamlesh Kumari *versus* Kartar Chand 1962, Punjab 156, in which Mr. Justice A. N. Grover has thrown light on this subject obtaining in Great Britain and India. So far as Great Britain is concerned:—

> "Section 5 of the English Matrimonial Causes Act, 1884 contained a provision to the effect that if the respondent shall fail to comply with a decree of the Court for restitution of conjugal rights such respondent shall thereupon be deemed to have been guilty of desertion without reasonable cause, and a suit for judicial separation may be forthwith instituted and when any husband, who has been guilty of desertion by failure on his part to comply with a decree for restitution of conjugal rights has also been guilty of adultery, the wife may forthwith present a petition for dissolution of her marriage. Section 13 of the English Matrimonial Causes Act, 1950 makes a provisions for judicial separation by which a decree can be granted at the instance of either the husband or the wife on the ground of failure to comply with a decree for restitution of conjugal rights."

Therefore if I say that, I think, we are doing something which will be in consonance with the provisions of the English Matrimonial Causes Act. I do not want to elaborate this point and do not want to read out the whole judgement of Mr. Justice A. N. Grover of the Punjab High Court; but I must say that this is something to which, I am sure, the whole House will agree.

Sir, I want to make an appeal to the hon. Deputy Minister of Law and I hope my appeal will not fall on deaf ears.

The Deputy Minister in the Ministry of Law (Shri Jagannatha Rao): My ears are not deaf.

Shri Man Sinh P. Patel (Mehsana): He is clearing his ears.

Shri D. C. Sharma: I want to request him to accept this Bill, to deal with this Bill tenderly, gently and sympathetically, to deal with this Bill in such a way that he accepts it. This thing has been before the public for such a long time. So many newspapers have commented upon it. Even the Swatantra newspaper of Delhi, the *Hindustan Times*, has been in favour of it at one time or another. So, the progressive newspapers of India and also the Swatantra daily of India, the *Hindustan Times*, I think, are not averse to a Bill of this kind. I, therefore, move that this Bill be taken into consideration.

Mr. Chairman: Motion moved.

> "That the Bill further to amend the Hindu Marriage Act, 1955, be taken into consideration."

Shri Man Sinh P. Patel: Mr. Chairman, I support the amending Bill of my hon. friend. The history of the law of divorce in this country is a long one. It appears that in the last codification of the Hindu Marriage Act, as it has been drafted, in section 13 there is some anomaly where even though the marriage is declared to be a failure by a particular act and conduct of both the parties, the remedy can never be enjoyed by either of the parties, specially by the aggrieved party, without the consent of the person who has done the grieving part of it.

Let us read the original section 13 of the Hindu Marriage Act. There are about nine clauses whereby the dissolution of a marriage can be availed of. Looking to sub-clauses (i) to (vii) one finds that if there is an action on one of the sides, the remedy can be availed of by the other side without going through the numerous

difficulties; but as far as clauses (viii) and (ix) are concerned, the failure may be from both the sides, even then the remedy available is only to the person who has initiated the proceedings of judicial separation. But even though a dissolution has been declared or a judicial separation has been given, when the party who initiated the proceedings does not want to avail of a divorce later on, the other party has also to wait for a number of years.

Now there are incidents in society when, after obtaining the judicial separation, the person, who has availed of this opportunity of proceeding in a civil court and has obtained judicial separation, has not taken recourse for two years to any opportunity available to him by joining into a marriage, and starts a different life taking another partner. It may be unofficial, in an illegal manner. But the second partner also has to take the same recourse.

So I see the point of the amendment brought forward by my hon. friend Shri D. C. Sharma. The only change suggested is that when there is an erring party who himself or herself takes recourse to judicial proceedings, that party can avail of it even if the second party has not joined—up to clause (vii). But where there is a fault on both sides, that is, when there is a decree got by one party and he is not fulfilling that decree by the action of the other party also, the remedy should be available to both sides.

If, once happy married life is not successful, litigation is started in a court of law, judicial separations are being obtained. Then, in a number of years, call it either by repentance, or by some goodwill prevailing on either side, by act of man or by act of God or of society, if they come together, it is all right. Their life can change. But if by misfortune nothing of that sort happens, it may be not by the fault of one party, but by the fault of both the parties; then, simply because the original proceedings were availed of by one party, the remedy should not necessarily be available to only one party: it should be available to both parties. And if later on the original party wants to harm or hurt the normal life of the other party, the remedy should be available, to the other party.

Therefore, the spirit of the original Act is being put in a better form and there may not be any legal lacuna. I endorse the principle behind the amendment and I support the Bill.

Shrimati Yashoda Reddy (Kurnool): Sir, there is nothing much to say on the Bill that Mr. Sharma has brought forward except to say that the hon. Minister will have absolutely no difficulty in accepting it. The framers of the Hindu Marriage Code provided for a divorce with all good intentions. If the husband and wife cannot pull together, they have given a right to either party to ask for dissolution of the marriage. If by any chance the parties could come together and make a success of the marriage, well and good. But if it cannot be done—it is no matter whether the husband or the wife went to the court—if it has been proved a failure, I think the law should be such that the party who got the original decree, whether it was the husband or the wife, should not be the dictator after two years. The other party should also be given the right. Once it is proved a failure, there is no meaning in making the other party wait. So in all fairness this Bill should be accepted, and we congratulate Mr. Sharma on having brought it before the House.

श्रीमती सावित्री निगम (बांदा) : सभापति महोदया, माननीय सदस्य श्री डी० सी० शर्मा, जो संशोधक-विधेयक इस सदन के सामने लाये हैं, मैं उस का हार्दिक समर्थन करती हूं ।

इस में कोई सन्देह नहीं है कि जब बहुत सोच-समझ कर, काफी छान बीन करने के बाद हिन्दू मैरिज एक्ट में डाइवोर्स का प्राविजन रखा गया था, तो उस का उद्देश्य

[श्रीमती सावित्री निगम]

यही था कि जब स्थिति इतनी भयावह हो जाय और दोनों पार्टियों में मन-मुटाव इतना अधिक बढ़ जाये कि दोनों का अलग होना अवश्यंभावी हो जाये और उस के अलावा कोई चारा न रहे, तब दोनों पार्टियों को डाइवोर्स करने की अनुमति कानूनन मिल सके। आप को यह तो मालूम ही है कि यह डाइवोर्स का कानून कुछ ही वर्ष पहले हमारे देश में आया। तब तक केवल एक ही पक्ष को पुनर्विवाह करने की सहमति कानून से मिलती थी। जहां तक दूसरे पक्ष अर्थात् स्त्री का सम्बन्ध है, चाहे उस का पति उसे हमेशा के लिए छोड़ दे, उस को सताए, उस पर क्रूएल्टी करे, स्त्री को अपने पति से अलग होने और पुनर्विवाह करने का कोई अधिकार न था।

उस का नतीजा यह हुआ कि हमारे समाज और सोसाइटी में अनेकानेक कुरीतियां आ गईं और उस के पश्चात् लोगों ने यह महसूस किया कि सम्बन्ध-विच्छेद का यह अधिकार दोनों ही पार्टीज को—और विशेष रूप से स्त्री को—अवश्य ही मिलना चाहिये। यद्यपि डाईवोर्स सम्बन्धी सात धाराओं में दोनों पक्षों को यह पूरा अधिकार मिला कि जब स्थिति इतनी खराब हो जाये कि वे लोग इकट्ठे न रह सकें, फिर उन में एका या मेल होने की सम्भावना न हो, तो दोनों अलग हो जायें, लेकिन दुर्भाग्यवश इस सम्बन्ध में फिर एक लेकुना रह गया। हालांकि दोनों ही पक्षों को इस लेकुना की वजह से कष्ट हो रहा है, लेकिन आज भी अधिकांश ऐसी बेचारी महिलायें हैं, जो इस लेकुना के कारण कष्ट का शिकार हो रही हैं।

आप जानते हैं कि अब भी समाज में कुछ ऐसी मर्यादायें हैं, जिन को विशेष रूप से स्त्रियां ही पालन करती हैं। इसलिये अक्सर यह होता है कि जब एक अन्यायी पक्ष की ओर से—पति की ओर से—जुडिशल सेपेरेशन के लिए कोई प्रोसीजिंग्ज होती हैं, तो वह सताने के लिए दोबारा विच्छेद करने की कोई कोशिश नहीं करता है। नतीजा यह होता है कि वह तो खुले-आम मनमाना अपवित्र जीवन बिताता रहता है, लेकिन बेचारी स्त्री हमेशा उसके साथ उसी प्रकार बंधी रहती है और स्वतन्त्र हो कर अपना जीवन आरम्भ नहीं कर सकती।

इस लिये मेरा अनुरोध है कि जब कांग्रेस सरकार और इस सदन ने विवाह-विच्छेद का कानून पास किया है, तो उस में इस प्रकार का लेकुना रहने देना अन्याय है, सख्ती है, ज्यादती है और इस लिये उपमंत्री जी को यह विधेयक स्वीकार कर लेना चाहिये, ताकि यह कानून परिपूर्ण बन जाए और जब लोग बिल्कुल साथ न रह सकें तथा उनका मरिज फेल हो जाये, तो उन को अलग रहने का अपना स्वाभाविक अधिकार, फंडामेंटल राइट, मिल सके।

Shri Jagantha Rao: I congratulate my hon. friend Shri D. C. Sharma on his having brought forward this Bill. I am also glad that the two Members who have taken part in the debate, both of them lady Members have also supported the Bill. It is true that Hindu law never recognised divorce unless it was allowed by custom. Later, it was made statutory by introducing section 13 in the Hindu Marriage Act, 1955. The Hindu law proceeded on the basis that marriage should continue, and it was more than a contract and it was a sacrament, and every opportunity should be given to the parties to come together and sink their differences.

Sub-sections (8) and (9) of section 13 of the parent Act have given the right to the person who obtains a decree either for restituion of conjugal rights or for judicial separation to obtain a divorce after a period of two years or more for non-compliance. It was not the decree-holder that was required to execute the decree; it was

for the respondent or the judgment-debtor to comply with it. But it has come to the notice of Government that there are cases where the husband having obtained a decree either for restitution of conjugal rights or for judicial separation, even though two years or more have passed, never pursued it by filing a petition for divorce, the result being that the very object of the Act, namely to give *locus paenitentiae* to the parties to come together is defeated. He would not file a petition for divorce, and the wife has no right to file a petition for divorce, and the result has been that the marriage must be deemed to be continuing all along, and it is not open to the woman to marry again. It is really a hardship for the woman. So many cases of this type have come up, and Government have also been feeling that this hardship should be removed.

In 1958 a similar Bill was brought forward by Shri Barlingay in the Rajya Sabha, but somehow or other that Bill lapsed. My hon. friend Shri D. C. Sharma has taken up the thread and introduced this Bill in 1962. The object of the Bill is laudable.

Dr. M. S. Aney (Nagpur): The hon. Minister has said that two ladies have expressed their opinion. On behalf of the gentlemen Members of the House, may I say that they are also in agreement with the object of the Bill?

Shri Jaganatha Rao: My hon. friend Shri D. C. Sharma represents the male Members, while the two hon. Members who took part in the debate were representing the lady Members. Therefore, I take it that both male as well as female Members are in agreement with the object of the Bill.

Mr. Chairman: But Dr. M. S. Aney had not asked for an opportunity to express his feelings on this Bill.

Shrimati Yashoda Reddy: He has said that in one sentence now.

Shri Jaganatha Rao: The object of the Bill is very laudable, and Government see no reason to oppose the Bill. I accept it with pleasure, with the amendments moved or given notice by the hon. Mover.

Mr. Chairman: I shall put the consideration motion to vote now.

Shri Hari Vishnu Kamath (Hoshangabad): On a point of order. The measure is very welcome, but I suppose that it is a salutary rule of parliamentary practice all over the world that no measure, however good or however bad it may be, should be adopted by the House without at least the quorum being present.

Shri D. C. Sharma: The Government of India Bill was passed by the House of Commons with only 17 Members present. It is there on record. And yet my hon. friend is always raising this point.

Shri Ranga (Chittoor): We are all going to support the hon. Member. So, why should he be worried?

Mr. Chairman: All right, let the bell be rung—Even after the first bell, there is no quorum. So, I order that the bell be rung for a second time—Now, there is quorum and I shall put the consideration motion to vote. But before that, I would like to know whether Shri D. C. Sharma wants to reply.

Shri D. C. Sharma: I only want to thank the hon. Deputy-Minister of Law for having accepted this Bill. I hope that his generosity will continue to be showered on me and on the other Members in the future also.

Mr. Chairman: The question is:

> "That the Bill further to amend the Hindu-Marriage Act, 1955, be taken into consideration.".

The motion was adopted.

Mr. Chairman: We shall now take up the clauses. First, we shall take up clause 2.

Clause 2.—(*Amendment of Section 13*)

Mr. Chairman: There is an amendment to this clause by Shri D. C. Sharma. I think the hon. Minister is accepting it.

Shri Jagnatha Rao: Yes, I am accepting it.

Amendment made:

Page 1, *for* lines 12 to 14 *substitute*—

"(1A) Either party to a marriage, whether solemnized before or after the commencement of this Act, may also present a petition for the dissolution of the marriage by a decree of divorce on the ground.....". (3)

(*Shri D. C. Sharma*)

Mr. Chairman: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Clause 1— (*Short Title*)

Amendment made:

Page 1, line 4,—*for* "1962" *substitute* "1964". (2).

(*Shri D. C. Sharma*)

Mr. Chairman: The question is:

"That clause 1, as amended, stand part of the Bill.

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1,—*for* "Thirteenth Year" *substitute* "Fifteenth Year". (1)

(*Shri D. C. Sharma*)

Mr. Chairman: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

Shri D. C. Sharma: I beg to move:

"That the Bill, as amended, be passed".

Mr. Chairman: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

16.35 hrs.

REPRESENTATION OF THE PEOPLE (AMENDMENT) BILL

(*Amendment of sec. 7*)

Shri D. C. Sharma (Gurdaspur): I beg to move:

"That the Bill further to amend the Representation of the People Act, 1951, be taken into consideration".

This is a harmless and non-controversial Bill. It is a Bill which is in conformity with the sentiments of the majority of the people of India.

Shri Ranga: There is no quorum.

Mr. Chairman: The bell is being rung—Now there is quorum. He may continue.

Shri D. C. Sharma: As I was saying, this is a very non-controversial and harmless Bill. When passed into law, this Bill will be called the Representation of the People (Amendment) Act. Of course, necessary amendments to clause 1 to change it from '1962' to '1964' and to the Enacting Formula to change it from 'Thirteenth Year' to 'Fifteenth year", will be tabled in due course.

Shri Ranga (Chittoor): There is no quorum, Sir. It seems we deceived ourselves.

Mr. Chairman: Is he challenging quorum?

Shri Ranga: Yes.

Shri D. C. Sharma: I have already moved the motion for consideration.

Mr. Chairman: The bell is being rung.

Now, there is quorum. He may continue. Let him move the Bill.

Shri D. C. Sharma: I have already moved.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Representation of the People Act, 1951, be taken into consideration."

Shri D. C. Sharma: I want to make a speech also.

Mr. Chairman: I wanted to place the motion before the House.

Shri Ranga: He has lost his right to speak.

Shri D. C. Sharma: I was submitting very respectfully. . .

Mr. Chairman: Hon. Member has made a motion in order to save his Bill from lapsing, and somebody will have to speak.

An Hon. Member: Once it has been placed before the House, how can he speak?

Mr. Chairman: He has already spoken. Because the question of quorum was raised, he has shortened his speech.

All right. Let him speak.

Shri D. C. Sharma: I was submitting very respectfully to you that this Bill will have two small amendments. "Be it enacted in the Thirteenth Year of the Republic" will have to become "Be it enacted in the Fifteenth Year of the Republic." Again, "This Act may be called the Representation of the People Act, 1962" will have to be made "This Act may be called the Representation of the People Act, 1964". These two small amendments I shall move afterwards.

I want to submit very respectfully that this is a very harmless Bill, it is a very non-controversial Bill.

Shri Ranga: I see.

Shri D. C. Sharma: It is harmless in this sense that I have nothing but the utmost of feelings of regard and goodwill for all those Maharajas and Rajas and Maharanis and Ranis who belong either to the Opposition or to the Congress Party. I have nothing but goodwill towards them, I have also nothing but friendliness for them.

श्री हुकम चन्द कछवाय (देवास) : कोरम पूरा नहीं है।

Mr. Chairman: There is no quorum. The House stands adjourned.

16.46 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday December 7, 1964/Agrahayana 16, 1886 (Saka).

GMGIPND—LSII—1722 (Ai) LSD—16-12-64—970.